

From: [Patras, Jonathan A \(FAA\)](#)
To: [Hodges Michael](#)
Subject: FW: 20220408 Incident N1141U / KDWH
Date: Monday, April 11, 2022 12:53:08 PM
Attachments: [IMG_9778.HEIC](#)
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Statement from the pilot and pictures of N1141U

J. Patras

Federal Aviation Administration

Aviation Safety Inspector, Houston Flight Standards District Office
12650 N Featherwood Drive Suite 230, Houston, TX 77034



From: Jeremy [REDACTED]
Sent: Saturday, April 9, 2022 7:03 PM
To: Patras, Jonathan A (FAA) [REDACTED]
Cc: [REDACTED]
Subject: 20220408 Incident N1141U / KDWH

Incident Narrative from Jeremy Smith
Pilot in command of Cessna 172 N1141U
Private Pilot Certificate # [REDACTED]
April 8th 2022
Take-off 1800 local
Arrival 1902 local

I had a reservation to rent the plane at The Flight School from 1700 to 1900 local. My goal was a local flight to obtain some cross wind landing experience along with further familiarization with systems of 41U. I arrived approximately 20 minutes before my appointed time. Upon arrival I delayed departure waiting for wind conditions to relax as forecasted. At approximately 1730 I began preflight inspection of the aircraft. No notable issues discovered. All documents and inspection points were acceptable. During the early arrival and delay prior to departure, wind conditions were monitored at the field.

Start-up and taxi procedures for run up were completed without issue. Initial ATIS was Charlie and revised to Delta just as run-up was commencing. Wind was revised to 300 13G23, less favorable than 320 12G24.

Taxi instructions for 35L were relayed from Hooks ground control and executed. Clearance for departure when number one was received. Take-off roll and climb out were pretty smooth despite the winds. Flight intentions were VFR to the west and turn out was approved. All activities in the practice area were performed without issues.

Final planned flight activities were completed resulting in an approach from the north. Information Delta was still current at this time. At 12 miles out contact with Hooks Tower was made and after a short delay a squawk code was provided and instructions to enter a right downwind for runway 35L. Closing the distance to KDWH the pre landing checklist was completed.

Upon entering the right downwind for 35L at pattern altitude appropriate rudder input was used to maintain a parallel ground track to the desired runway. Once abeam my landing point, the numbers, I reduced RPM to 1950-2000 and added 10° of flaps. As the downwind to base turn was beginning, Hooks Tower instructed direct to the numbers. Base to final turn was less square as a result. Once on final 25° degrees of flaps were selected. Runway centerline was established using left rudder input due to winds from left to right. Airspeed on short final was approximately 70-75 knots indicated to account for wind speed.

Decent to my desired landing point initially proceeded with no issues. Approximately 20 off the runway a wind gust arrested the decent and pushed the airplane right of centerline. Additional left rudder was input to correct and centerline was achieved. With consideration to a go around now being done, carb heat was pushed in/off. With a stable centerline the remaining decent was resumed. With only a few feet above the runway, a gust arose and with left rudder input as touch down was made and side loading of the left main induced the right to come down as right rudder input was being added to counter the side load. This resulted in an over control to the right and the nose gear touching down. During the side loading of the left main the ground path was drastically altered from centerline to very left of center and off the runway entirely. When right rudder input was removed after the over control the direction of travel was off the left side of the runway with runway departure imminent.

As the plane left the runway braking was applied with heavier braking on the right to attempt a re-entry of the runway from the grass strip. As the nose wheel found wet soil underneath the grass in a slight depression in the field the nose wheel sank to the cowling followed by a rapid flip forward. A full 180° flip forward was done. With the top of the tail contacting the ground. Final resting place was off the left side of 35L after taxiway Golf.

Appraising the situation while suspended in my seat by the lap belt and shoulder harness, I immediately moved to securing the master, ignition and mixture. The ELT was activated by the flip. Once secured I removed the shoulder harness and lap belt and exited the aircraft from the left door. During the flip both doors opened.

A Cirrus with two occupants holding short of 35L exited their aircraft to render aid. They witnessed the incident. Unfortunately their presence at the scene so quickly unintentionally was interpreted as their being three occupants of the aircraft yielding additional rescue units being dispatched and some initial confusion.

First arriving rescue unit being escorted by airport personnel was KVFD Engine 38. Both airport and KVFD personnel's first action was checking for the number of occupants and injuries. I was checked out by HCESD11 medic unit. I reported no injuries. Basic vital signs

were taken multiple times, my blood pressure and pulse were elevated though given the circumstances not unexpected. My blood glucose was also taken. I refused transport to an area hospital as I did not have any injuries.

Additional airport personnel were now on scene and I was put in contact with Inspector Jonathan Patras of the Houston Flight Service District Office. This statement was subsequently requested.

Additional points

- If I was considering the go-around enough to take out Carb Heat, then I should have gone around.
- All arriving personnel responded in a professional manner and every ones first concern was my safety for which I am thankful.

Contact info:

Jeremy Smith

Cell [REDACTED]
[REDACTED]
[REDACTED]

Spring Tx 77379