



# National Transportation Safety Board Aviation Accident Final Report

---

<b>Location:</b>	LEESBURG, FL	<b>Accident Number:</b>	MIA98LA234
<b>Date &amp; Time:</b>	09/01/1998, 1200 EDT	<b>Registration:</b>	N5797R
<b>Aircraft:</b>	Cessna 172G	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 Minor

**Flight Conducted Under:** Part 91: General Aviation - Personal

---

## Analysis

When the pilot attempted to taxi for takeoff, the aircraft would not move. He left the engine running and exited the aircraft to see if he had left the wheel chocks in place. As he exited the aircraft it began to move. He could not get back in the aircraft due to the propeller blast. The aircraft taxied uncontrolled and made a 360 degree turn. The aircraft then taxied across a taxiway and field and collided with a fence.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's decision to leave the engine running with no one at the controls as he exited the aircraft to check for wheel chocks in place. This resulted in the aircraft moving uncontrolled and eventually colliding with a fence.

## Findings

---

Occurrence #1: ON GROUND/WATER COLLISION WITH OBJECT  
Phase of Operation: TAXI

### Findings

1. (C) AIRCRAFT UNATTENDED/ENGINE(S) RUNNING - INTENTIONAL - PILOT IN COMMAND
2. MISCELLANEOUS
3. OBJECT - FENCE

## Factual Information

On September 1, 1998, about 1200 eastern daylight time, a Cessna 172G, N5797R, registered to an individual, collided with a fence at Leesburg Municipal Airport, Leesburg, Florida, while on a Title 14 CFR Part 91 personal flight. Visual meteorological conditions prevailed at the time and no flight plan was filed. The aircraft received substantial damage and the private-rated pilot received minor injuries. The flight was originating at the time of the accident.

The pilot stated that when he attempted to begin taxiing for takeoff, the aircraft would not move. He left the engine running and exited the aircraft to see if he had left the wheel chocks in place. As he exited the aircraft it began to move. The wind from the propeller prevented him from getting back in the aircraft. The aircraft taxied uncontrolled and made a 360-degree turn. The aircraft then taxied across a taxiway into a field and collided with a fence.

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	74, Male
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Seat Occupied:</b>	Unknown
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	03/14/1997
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	370 hours (Total, all aircraft), 15 hours (Last 90 days, all aircraft), 5 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N5797R
Model/Series:	172G 172G	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal; Utility	Serial Number:	17253466
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	04/13/1998, Annual	Certified Max Gross Wt.:	2300 lbs
Time Since Last Inspection:	25 Hours	Engines:	1 Reciprocating
Airframe Total Time:	3075 Hours	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	O-300-D
Registered Owner:	JOHN C. CONNORS	Rated Power:	145 hp
Operator:	JOHN C. CONNORS	Operating Certificate(s) Held:	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	ORL, 113 ft msl	Distance from Accident Site:	30 Nautical Miles
Observation Time:	1153 EDT	Direction from Accident Site:	120°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	10 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	250°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	32° C / 23° C
Precipitation and Obscuration:			
Departure Point:	(LEE)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	0000	Type of Airspace:	Class G

## Airport Information

Airport:	LEESBURG MUNICIPAL (LEE)	Runway Surface Type:	
Airport Elevation:	77 ft	Runway Surface Condition:	
Runway Used:	0	IFR Approach:	
Runway Length/Width:		VFR Approach/Landing:	

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Minor	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	N/A	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 Minor	<b>Latitude, Longitude:</b>	

## Administrative Information

<b>Investigator In Charge (IIC):</b>	JEFFREY L KENNEDY	<b>Report Date:</b>	09/28/1999
<b>Additional Participating Persons:</b>	LARRY STORY; ORLANDO, FL		
<b>Publish Date:</b>			
<b>Investigation Docket:</b>	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.ntsbt.gov/pubdms/">http://dms.ntsbt.gov/pubdms/</a> .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).