



# National Transportation Safety Board Aviation Accident Data Summary

<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>Injuries:</b>	1 Minor
<b>Flight Conducted Under:</b>	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

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

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	74
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Instrument Rating(s):</b>	None
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<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

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N5797R
<b>Model/Series:</b>	172G 172G	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	JOHN C. CONNORS	<b>Engine Manufacturer:</b>	Lycoming
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	O-300-D
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	ORL, 113 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	None / 0 ft agl	<b>Wind Speed/Gusts, Direction:</b>	6 knots / , 250°
<b>Temperature:</b>	32° C	<b>Visibility</b>	10 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	(LEE)	<b>Destination:</b>	

## Airport Information

<b>Airport:</b>	LEESBURG MUNICIPAL (LEE)	<b>Runway Surface Type:</b>	
<b>Runway Used:</b>	0	<b>Runway Surface Condition:</b>	
<b>Runway Length/Width:</b>			

## 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

Latitude, Longitude:

## Administrative Information

<b>Investigator In Charge (IIC):</b>	JEFFREY L KENNEDY	<b>Adopted Date:</b>	09/28/1999
<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.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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