



# National Transportation Safety Board Aviation Accident Final Report

---

<b>Location:</b>	COLUMBIA, SC	<b>Accident Number:</b>	ATL84LA002
<b>Date &amp; Time:</b>	10/01/1983, 1115 EDT	<b>Registration:</b>	N53445
<b>Aircraft:</b>	CESSNA 172P	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None

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

---

## Analysis

THE STUDENT PLT REPORTED HE WAS PRACTICING TOUCH-AND-GO TAKEOFFS & LANDINGS ON RWY 11. WHILE ROLLING AFTER THE 4TH LANDING, POWER WAS APPLIED FOR TAKEOFF. AT ABOUT THAT TIME, THE ACFT VEERED TO THE LEFT & RAN OFF THE RWY. SUBSEQUENTLY, IT STRUCK A DRAINAGE DITCH & THE NOSE GEAR FAILED. THE ACFT BECAME AIRBORNE MOMENTARILY, TOUCHED DOWN & NOSED OVER.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

## Findings

---

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER  
Phase of Operation: TAKEOFF - ROLL/RUN

### Findings

1. (F) TOUCH-AND-GO - INITIATED - PILOT IN COMMAND
2. (F) GO-AROUND - INITIATED - PILOT IN COMMAND
3. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. (C) GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
5. (F) LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

-----

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER  
Phase of Operation: TAKEOFF

### Findings

6. (F) TERRAIN CONDITION - DITCH

-----

Occurrence #3: NOSE GEAR COLLAPSED  
Phase of Operation: TAKEOFF

### Findings

7. (F) LANDING GEAR, NOSE GEAR - OVERLOAD

-----

Occurrence #4: NOSE OVER  
Phase of Operation: TAKEOFF

## Factual Information

### Pilot Information

<b>Certificate:</b>	Student	<b>Age:</b>	39, Male
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>		<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>		<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>		<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	09/08/1983
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	18 hours (Total, all aircraft), 18 hours (Total, this make and model), 2 hours (Pilot In Command, all aircraft), 18 hours (Last 90 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N53445
<b>Model/Series:</b>	172P 172P	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	17274751
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	09/30/1983, Annual	<b>Certified Max Gross Wt.:</b>	2400 lbs
<b>Time Since Last Inspection:</b>	6 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	492 Hours	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed, activated	<b>Engine Model/Series:</b>	O-320-D2J
<b>Registered Owner:</b>	EAGLE AVIATION INC.	<b>Rated Power:</b>	160 hp
<b>Operator:</b>	EAGLE AVIATION INC.	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	CAE, 236 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	1140 EDT	Direction from Accident Site:	0°
Lowest Cloud Condition:	Scattered / 2000 ft agl	Visibility	10 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	80°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	21° C / 16° C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1045 EDT	Type of Airspace:	Class D; Class E

## Airport Information

Airport:	COLUMBIA METRO (CAE)	Runway Surface Type:	Asphalt
Airport Elevation:	236 ft	Runway Surface Condition:	Dry
Runway Used:	11	IFR Approach:	None
Runway Length/Width:	8600 ft / 150 ft	VFR Approach/Landing:	Touch and Go; Traffic Pattern

## Wreckage and Impact Information

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

## Administrative Information

Investigator In Charge (IIC):	ELINOR WARE	Report Date:	
Additional Participating Persons:			
Publish Date:			
Investigation Docket:	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> .		

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](#).