



National Transportation Safety Board Aviation Accident Final Report

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|--------------------------------|--------------------------------------|-------------------------|-------------|
| Location: | Wauchula, FL | Accident Number: | MIA02LA002 |
| Date & Time: | 10/01/2001, 1520 EDT | Registration: | N851CP |
| Aircraft: | Cessna 172R | Aircraft Damage: | Substantial |
| Defining Event: | | Injuries: | 1 None |
| Flight Conducted Under: | Part 91: General Aviation - Personal | | |

Analysis

The pilot stated that during the touch-and-go landing, as he applied power, and reached for the flap control to take off, the left wing lifted, then dropped, and the aircraft went suddenly to the left, into the grass. He said he reduced power and tried to steer the aircraft toward the taxiway, but it collided with a ditch, incurring substantial damage.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's failure to maintain directional control of the aircraft while attempting to take off after executing a touch-and-go landing, in gusty wind conditions, which resulted in a ground swerve, and the aircraft exiting the runway, and incurring substantial damage when it collided with a ditch.

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER

Phase of Operation: TAKEOFF - ROLL/RUN

Findings

1. WEATHER CONDITION - GUSTS
2. WEATHER CONDITION - CROSSWIND
3. (C) AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER

Phase of Operation: TAKEOFF - ROLL/RUN

Findings

5. TERRAIN CONDITION - DITCH

Factual Information

On October 1, 2001, about 1520 eastern daylight time, a Cessna 172R, N851CP, registered to Nathaniel Aviation Inc., and operated by Eagle Aviation Academy, as a Title 14 CFR Part 91 personal flight, veered off the runway during a touch-and-go landing at Wauchula, Florida. Visual meteorological conditions prevailed, and no flight plan was filed. The private-rated pilot, sole occupant of the aircraft, was not injured. The aircraft incurred substantial damage. The flight originated from Sarasota, Florida, the same day, about 1500.

The pilot stated that he was performing touch-and-go landings on runway 36 at Wauchula Airport, and the wind was coming from about 310 degrees, at about 10 to 12 knots, with some gusts. The pilot further stated that during the touch-and-go landing the aircraft touched down about 100 to 150 feet down the runway, and as he applied power, and reached for the flap control to take off, the left wing lifted, then dropped, and the aircraft went suddenly to the left, into the grass. The pilot said he reduced power, and tried to steer the aircraft toward the taxiway, but it collided with a ditch. According to the pilot, when the aircraft collided with the ditch the nose wheel caught, and the aircraft stopped immediately.

An FAA inspector who conducted the postaccident examination, stated that the left wing tip, nose landing gear, firewall and the propeller had all received damage as a result of the accident.

Pilot Information

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|----------------------------------|---|--|----------------------------|
| Certificate: | Private | Age: | 66, Male |
| Airplane Rating(s): | Single-engine Land | Seat Occupied: | Left |
| Other Aircraft Rating(s): | None | Restraint Used: | Seatbelt, Shoulder harness |
| Instrument Rating(s): | None | Second Pilot Present: | No |
| Instructor Rating(s): | None | Toxicology Performed: | No |
| Medical Certification: | Class 3 Valid Medical--w/ waivers/lim. | Last FAA Medical Exam: | 12/15/1999 |
| Occupational Pilot: | | Last Flight Review or Equivalent: | |
| Flight Time: | 115 hours (Total, all aircraft), 105 hours (Total, this make and model), 15 hours (Pilot In Command, all aircraft), 32 hours (Last 90 days, all aircraft), 1 hours (Last 30 days, all aircraft) | | |

Aircraft and Owner/Operator Information

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|--------------------------------------|--------------------------------|---------------------------------------|-----------------|
| Aircraft Make: | Cessna | Registration: | N851CP |
| Model/Series: | 172R | Aircraft Category: | Airplane |
| Year of Manufacture: | | Amateur Built: | No |
| Airworthiness Certificate: | Normal | Serial Number: | 17280480 |
| Landing Gear Type: | Tricycle | Seats: | 4 |
| Date/Type of Last Inspection: | 08/27/2001, 100 Hour | Certified Max Gross Wt.: | 2457 lbs |
| Time Since Last Inspection: | 58 Hours | Engines: | 1 Reciprocating |
| Airframe Total Time: | 1631 Hours at time of accident | Engine Manufacturer: | Textron Lyc. |
| ELT: | Not installed | Engine Model/Series: | IO-360-L2A |
| Registered Owner: | Nathaniel Aviation Inc., | Rated Power: | 160 hp |
| Operator: | Eagle Aviation Academy | Operating Certificate(s) Held: | None |

Meteorological Information and Flight Plan

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|---|---------------------|---|-------------------|
| Conditions at Accident Site: | Visual Conditions | Condition of Light: | Day |
| Observation Facility, Elevation: | SRQ, 28 ft msl | Distance from Accident Site: | 37 Nautical Miles |
| Observation Time: | 1453 EDT | Direction from Accident Site: | 70° |
| Lowest Cloud Condition: | Clear | Visibility | 10 Miles |
| Lowest Ceiling: | None | Visibility (RVR): | |
| Wind Speed/Gusts: | 8 knots / | Turbulence Type Forecast/Actual: | / |
| Wind Direction: | 350° | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | 29.97 inches Hg | Temperature/Dew Point: | 24° C / 13° C |
| Precipitation and Obscuration: | | | |
| Departure Point: | Sarasota, FL (SRQ) | Type of Flight Plan Filed: | None |
| Destination: | Wauchula, FL (FD06) | Type of Clearance: | VFR |
| Departure Time: | 1500 EDT | Type of Airspace: | Class E |

Airport Information

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|-----------------------------|-----------------|----------------------------------|-------------------------------|
| Airport: | Wauchula (FD06) | Runway Surface Type: | Asphalt |
| Airport Elevation: | 106 ft | Runway Surface Condition: | Dry |
| Runway Used: | 36 | IFR Approach: | None |
| Runway Length/Width: | 4000 ft / 75 ft | VFR Approach/Landing: | Touch and Go; Traffic Pattern |

Wreckage and Impact Information

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

Administrative Information

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| Investigator In Charge (IIC): | John W Lovell | Report Date: | 11/23/2001 |
| Additional Participating Persons: | Robert Blake; FAA FSDO; Tampa, FL | | |
| 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 pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.ntsbt.gov/pubdms/ . | | |

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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](#).