



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	Sanford, FL	<b>Accident Number:</b>	MIA02LA163
<b>Date &amp; Time:</b>	09/01/2002, 1000 EDT	<b>Registration:</b>	N68414
<b>Aircraft:</b>	Cessna 152	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None

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

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## Analysis

The student said it was his first solo flight, and he had made an uneventful approach and landing. As he was reconfiguring the airplane for takeoff following the touch-and-go landing, and as he applied takeoff power, the airplane veered to the left of the runway centerline, into the grass and subsequently into a shallow ditch where it flipped over incurring damage. Prior to the accident, there had been no mechanical failures or malfunction to the aircraft or any of its systems.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The student pilot's failure to maintain control of the airplane during the takeoff roll/run which resulted in the airplane departing the runway and into a ditch where it nosed over incurring substantial damage.

## Findings

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

### Findings

1. (C) AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

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Occurrence #2: NOSE OVER  
Phase of Operation: TAKEOFF - ROLL/RUN

## Factual Information

On September 1, 2002, about 1000 eastern daylight time, a Cessna 152, N68414, registered to and operated by Comair Aviation Academy as a Title 14 CFR Part 91 instructional flight, veered off the runway during takeoff at Orlando Sanford Airport, Sanford, Florida. Visual meteorological conditions prevailed, and no flight plan was filed. The student-rated pilot was not injured, and the airplane incurred substantial damage. The flight was originating at the time of the accident.

According to the student, it was his first solo flight, and he had made an uneventful approach and landing. He said he was reconfiguring the airplane for takeoff following the touch-and-go landing, and as he applied takeoff power the airplane veered to the left of the runway centerline, into the grass and subsequently into a shallow ditch where the ground had been wet after much rain. The nosewheel dug into the soft ground and the airplane flipped over onto its back, incurring damage to the wings and fuselage. Prior to the accident, there had been no mechanical failures or malfunction to the aircraft or any of its systems.

## Pilot Information

<b>Certificate:</b>	Student	<b>Age:</b>	26, Male
<b>Airplane Rating(s):</b>	None	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<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 1 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	08/07/2002
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	26 hours (Total, all aircraft), 26 hours (Total, this make and model), 26 hours (Last 90 days, all aircraft), 26 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N68414
<b>Model/Series:</b>	152	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	15282288
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	07/20/2002, 100 Hour	<b>Certified Max Gross Wt.:</b>	1670 lbs
<b>Time Since Last Inspection:</b>	55 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	11757 Hours at time of accident	<b>Engine Manufacturer:</b>	Textron Lycoming
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	O-235-L2C
<b>Registered Owner:</b>	Comair Aviation Academy	<b>Rated Power:</b>	110 hp
<b>Operator:</b>	Comair Aviation Academy	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	SFB, 55 ft msl	<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>	0953 EDT	<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 Miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	4 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	340°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30.05 inches Hg	<b>Temperature/Dew Point:</b>	28°C / 25°C
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	Sanford, FL (SFB)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	0940 EDT	<b>Type of Airspace:</b>	Class D

## Airport Information

<b>Airport:</b>	Orlando Sanford (SFB)	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	55 ft	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	09	<b>IFR Approach:</b>	Unknown
<b>Runway Length/Width:</b>	9600 ft / 150 ft	<b>VFR Approach/Landing:</b>	Touch and Go; Traffic Pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<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 None	<b>Latitude, Longitude:</b>	28.779167, -81.238889

## Administrative Information

<b>Investigator In Charge (IIC):</b>	John W Lovell	<b>Report Date:</b>	10/23/2002
<b>Additional Participating Persons:</b>	Joe Radosky; FAA FSDO; 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> .		

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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](#).