



National Transportation Safety Board Aviation Accident Final Report

Location:	Clearwater, FL	Accident Number:	MIA03LA116
Date & Time:	06/01/2003, 1032 EDT	Registration:	N9758G
Aircraft:	Cessna 172N	Aircraft Damage:	Substantial
Defining Event:		Injuries:	4 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

During the takeoff roll the airplane started to yaw to the left. The pilot applied right rudder, but the airplane continued to the left, departed the runway and impacted with an airport sign. An examination of the brakes and the rudder cables revealed no discrepancies.

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 during the takeoff roll, which resulted in the airplane departing the runway, and impacting with trees.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: TAKEOFF - ROLL/RUN

Findings

1. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: TAKEOFF - ROLL/RUN

Findings

2. OBJECT - TREE(S)

Factual Information

On June 1, 2003, about 1032 eastern daylight time, a Cessna 172N, N9758G, registered to Four Fox Air Inc., and operated by an individual, impacted with an airport sign during the takeoff roll at the St. Petersburg/Clearwater International Airport, Clearwater, Florida. Visual meteorological conditions prevailed at the time and no flight plan was filed for the 14 CFR Part 91 personal flight. The airplane was substantially damaged. The private-rated pilot-in-command and three passengers reported no injuries. The flight was originating at the time.

According to the pilot he was departing runway 22, had started the takeoff roll, and the airspeed indicator had just started to move, when the airplane started to yaw to the left. He applied right rudder, but the airplane continued to the left, departed the runway and impacted with an airport sign.

According to the FAA inspector, during an interview with the pilot, the pilot told him that he did not recall why the airplane yawed to the left, even after applying full right rudder. The inspector stated that an inspection of the brakes and the rudder cables revealed that they all checked out "satisfactory." In addition, the inspector stated that the pilot was 5 feet 3 inches tall, and that the seat may not have been close enough to get full deflection of the pedal.

Pilot Information

Certificate:	Private	Age:	35, 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:	05/30/2003
Occupational Pilot:		Last Flight Review or Equivalent:	05/04/2003
Flight Time:	114 hours (Total, all aircraft), 28 hours (Total, this make and model), 57 hours (Pilot In Command, all aircraft), 3 hours (Last 90 days, all aircraft), 3 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N9758G
Model/Series:	172N	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	17273635
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	06/22/2003, 100 Hour	Certified Max Gross Wt.:	2400 lbs
Time Since Last Inspection:	15 Hours	Engines:	1 Reciprocating
Airframe Total Time:	7371 Hours as of last inspection	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	O-320-D2J
Registered Owner:	Four Fox Air Inc.	Rated Power:	160 hp
Operator:	Michael Shapiro	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	KPIE, 11 ft msl	Distance from Accident Site:	
Observation Time:	1053 EDT	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	11 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	250°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.96 inches Hg	Temperature/Dew Point:	29°C / 21°C
Precipitation and Obscuration:			
Departure Point:	ST PETERSBURG/C, FL (PIE)	Type of Flight Plan Filed:	None
Destination:	Clearwater, FL	Type of Clearance:	None
Departure Time:	1032 EDT	Type of Airspace:	Unknown

Airport Information

Airport:	ST PETERSBURG/CLEARWATER INTL (PIE)	Runway Surface Type:	Asphalt
Airport Elevation:	11 ft	Runway Surface Condition:	Dry
Runway Used:	22	IFR Approach:	None
Runway Length/Width:	5500 ft / 150 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	3 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	4 None	Latitude, Longitude:	27.910556, -82.690000

Administrative Information

Investigator In Charge (IIC):	Alan J Yurman	Report Date:	12/30/2003
Additional Participating Persons:	Robert Anderson; FAA; 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.nts.gov/pubdms/ .		

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