



National Transportation Safety Board Aviation Accident Factual Report

Location:	Harrisonville, MO	Accident Number:	CHI04CA113
Date & Time:	05/01/2004, 0945 CDT	Registration:	N7448G
Aircraft:	Cessna 172K	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor, 1 None

Flight Conducted Under: Part 91: General Aviation - Instructional

On May 1, 2004, about 0945 central daylight time, a Cessna 172K, N7448G, piloted by a flight instructor and a dual student, was substantially damaged when it departed runway 35 (4,000 feet by 75 feet, asphalt) during landing at the Lawrence Smith Memorial Airport (LRY), Harrisonville, Missouri. The aircraft subsequently encountered a ditch and nosed over. The instructional flight was operating under 14 CFR Part 91 without a flight plan. Visual meteorological conditions prevailed at the time of the accident. The flight instructor reported minor injuries and the dual student reported no injuries. The local flight departed LRY approximately 0900.

In his written statement, the flight instructor reported that the dual student had completed three landings with his assistance and that he had made one landing as a demonstration. The CFI stated that on the next approach he requested that the student hold the aircraft in the landing flare "longer so that he could get a proper feel and visual picture."

The CFI noted that during the flare the aircraft began to drift to the right. He requested that the student correct back toward the centerline, at which point the student banked to the left and applied left rudder. The CFI stated "My flight controls" to the student and applied right rudder. However, the dual student apparently did not hear him because the student maintained left rudder input, overpowering the CFI. The CFI recalled that the aircraft contacted the runway with the left main wheel and "veered" to the left. The aircraft subsequently departed the runway pavement, struck a ditch adjacent to the runway and nosed over.

The dual student reported that during the landing flare, the aircraft drifted to the right. He reportedly applied left rudder and the aircraft corrected. He stated that as the aircraft approached the runway centerline, he applied right rudder. However, the aircraft did not respond but continued toward the left side of the runway. He recalled that he applied right brake in an attempt to remain on the runway. The student stated that these efforts were not successful and the aircraft departed the left side of the runway and nosed over after encountering the ditch adjacent to the runway.

The student stated that the CFI was "always good about saying 'My flight controls' and likely stated this. However, I believe I . . . did not relinquish [the] controls to [the] instructor." He recalled: "I applied rudder(s), I applied brake and I recall my hand(s) on [the] yoke towards impact point." He commented that he was "much bigger" than the CFI.

The CFI reported that there were no failures or malfunctions associated with the aircraft prior to the accident.

The LRY Automated Weather Observing System recorded the following wind conditions:

At 0755, winds from 350 degrees at 9 knots;

At 0855, winds from 030 degrees at 7 knots;

At 0955, winds from 350 degrees at 6 knots;

At 1055, winds from 010 degrees at 9 knots;

At 1155, winds from 020 degrees at 7 knots.

Flight Instructor Information

Certificate:	Commercial	Age:	22, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane Single-engine; Instrument Airplane	Toxicology Performed:	No
Medical Certification:	Class 1 None	Last FAA Medical Exam:	02/13/2004
Occupational Pilot:		Last Flight Review or Equivalent:	03/15/2004
Flight Time:	1156 hours (Total, all aircraft), 199 hours (Total, this make and model), 992 hours (Pilot In Command, all aircraft), 97 hours (Last 90 days, all aircraft), 22 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Student Pilot Information

Certificate:	None	Age:	44, Male
Airplane Rating(s):	None	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	None	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	None None	Last FAA Medical Exam:	
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	9 hours (Total, all aircraft), 9 hours (Total, this make and model), 9 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N7448G
Model/Series:	172K	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	17259148
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	03/23/2004, Annual	Certified Max Gross Wt.:	2299 lbs
Time Since Last Inspection:	16.2 Hours	Engines:	1 Reciprocating
Airframe Total Time:	5382.9 Hours at time of accident	Engine Manufacturer:	Lycoming
ELT:	Installed	Engine Model/Series:	O-320-E2D
Registered Owner:	T&C Aviation Enterprises Inc.	Rated Power:	160 hp
Operator:	T&C Aviation Enterprises Inc.	Operating Certificate(s) Held:	None
Operator Does Business As:	Air Associates of Kansas	Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	LRY, 915 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0955 CDT	Direction from Accident Site:	0°
Lowest Cloud Condition:		Visibility	10 Miles
Lowest Ceiling:	Overcast / 10000 ft agl	Visibility (RVR):	
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	350°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.14 inches Hg	Temperature/Dew Point:	11° C / 8° C
Precipitation and Obscuration:			
Departure Point:	Harrisonville, MO (LRY)	Type of Flight Plan Filed:	None
Destination:	(LRY)	Type of Clearance:	None
Departure Time:		Type of Airspace:	Class G

Airport Information

Airport:	LAWRENCE SMITH MEMORIAL (LRY)	Runway Surface Type:	Asphalt
Airport Elevation:	915 ft	Runway Surface Condition:	
Runway Used:	35	IFR Approach:	None
Runway Length/Width:	4000 ft / 75 ft	VFR Approach/Landing:	Traffic Pattern

Wreckage and Impact Information

Crew Injuries:	1 Minor, 1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor, 1 None	Latitude, Longitude:	38.611111, -94.342222

Administrative Information

Investigator In Charge (IIC):	Tim Sorensen
Additional Participating Persons:	Ron Meyers; FAA-Kansas City FSDO; Kansas City, MO
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
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/ .