



National Transportation Safety Board Aviation Accident Data Summary

Location:	Harrisonville, MO	Accident Number:	CHI04CA113
Date & Time:	05/01/2004, 0945 CDT	Registration:	N7448G
Aircraft:	Cessna 172K	Injuries:	1 Minor, 1 None
Flight Conducted Under:	Part 91: General Aviation - Instructional		

Analysis

The airplane was substantially damaged when it departed runway 35 during landing, encountered a ditch adjacent to the runway and nosed over. The certified flight instructor (CFI) and dual student were practicing takeoffs and landings during the local instructional flight. The CFI stated that he requested the student to hold the aircraft in the landing flare "longer so that he could get a proper feel and visual picture." 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 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 departed the runway pavement, struck a ditch adjacent to the runway and nosed over. 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. Wind conditions recorded at the airport about ten minutes prior to the accident were from 350 degrees at 6 knots.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The dual student's failure to maintain directional control of the aircraft during the landing flare. Contributing factors were the dual student's failure to relinquish the controls to the flight instructor, the resulting inability of the flight instructor to implement any remedial action, and the ditch.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - DUAL STUDENT
2. (F) RELINQUISHING OF CONTROL - NOT PERFORMED - DUAL STUDENT
3. (F) REMEDIAL ACTION - NOT POSSIBLE - PILOT IN COMMAND(CFI)

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

Findings

4. (F) TERRAIN CONDITION - DITCH

5. TERRAIN CONDITION - GROUND

Occurrence #3: NOSE OVER

Phase of Operation: LANDING

Flight Instructor Information

Certificate:	Commercial	Age:	22
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	Airplane Single-engine; Instrument Airplane
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
Airplane Rating(s):	None	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
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	Engines:	1 Reciprocating
Operator:	T&C Aviation Enterprises Inc.	Engine Manufacturer:	Lycoming
Operating Certificate(s) Held:	None	Engine Model/Series:	O-320-E2D
Flight Conducted Under:	Part 91: General Aviation - Instructional		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	LRY, 915 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	Overcast / 10000 ft agl	Wind Speed/Gusts, Direction:	6 knots / , 350°
Temperature:	11°C	Visibility	10 Miles
Precipitation and Obscuration:			
Departure Point:	Harrisonville, MO (LRY)	Destination:	(LRY)

Airport Information

Airport:	LAWRENCE SMITH MEMORIAL (LRY)	Runway Surface Type:	Asphalt
Runway Used:	35	Runway Surface Condition:	
Runway Length/Width:	4000 ft / 75 ft		

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
Latitude, Longitude:	38.611111, -94.342222		

Administrative Information

Investigator In Charge (IIC):	Tim Sorensen	Adopted Date:	07/29/2004
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/ .		

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