



National Transportation Safety Board Aviation Accident Final Report

Location:	Santa Barbara, CA	Accident Number:	LAX07CA199
Date & Time:	07/01/2007, 1823 PDT	Registration:	N214GZ
Aircraft:	Cessna 172S	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

After touchdown, the airplane veered off the runway and struck a taxiway light. The pilot stated that after landing a gust of wind struck the airplane, and it veered to the left of the runway. After the airplane departed the runway it crossed an intersecting runway and struck a taxiway light. The nose and left landing gear collapsed, and the empennage sustained substantial damage. The airplane came to rest upright on the grass margin bordering the runway.

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.

Findings

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

Findings

1. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. (C) GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND

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

Findings

3. OBJECT - TAXIWAY LIGHT

Factual Information

Pilot Information

Certificate:	Private	Age:	33, 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:	
Medical Certification:	Class 3 With Waivers/Limitations	Last Medical Exam:	05/01/2005
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	140 hours (Total, all aircraft), 120 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	Cessna	Registration:	N214GZ
Model/Series:	172S	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal; Utility	Serial Number:	172S9862
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	06/01/2007, AAIP	Certified Max Gross Wt.:	
Time Since Last Inspection:	55 Hours	Engines:	1 Reciprocating
Airframe Total Time:	655 Hours	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	IO-360-L2A
Registered Owner:	G&Z LLC	Rated Power:	
Operator:	Van Nuys Flight Center	Air Carrier Operating Certificate:	None
Operator Does Business As:	Van Nuys Flight Center	Operator Designator Code:	

Meteorological Information and Flight Plan

Observation Facility, Elevation:	SBA, 13 ft msl	Observation Time:	1832 PDT
Distance from Accident Site:		Condition of Light:	Day
Direction from Accident Site:		Conditions at Accident Site:	Visual Conditions
Lowest Cloud Condition:	Clear	Temperature/Dew Point:	20°C / 14°C
Lowest Ceiling:	None	Visibility	10 Miles
Wind Speed/Gusts, Direction:	4 knots, 150°	Visibility (RVR):	
Altimeter Setting:	29.85 inches Hg	Visibility (RVV):	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	VAN NUYS, CA (VNY)	Type of Flight Plan Filed:	None
Destination:	Santa Barbara, CA (SBA)	Type of Clearance:	VFR
Departure Time:	1500 PDT	Type of Airspace:	

Airport Information

Airport:	SANTA BARBARA MUNI (SBA)	Runway Surface Type:	Asphalt
Airport Elevation:		Runway Surface Condition:	Dry
Runway Used:	25	IFR Approach:	None
Runway Length/Width:	6052 ft / 150 ft	VFR Approach/Landing:	Traffic Pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None		

Administrative Information

Investigator In Charge (IIC):	Howard Plagens	Adopted Date:	10/31/2007
Additional Participating Persons:	Mohammad Salahuddin; Federal Aviation Administration; Van Nuys, CA		
Publish Date:			
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/ .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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.