



National Transportation Safety Board Aviation Accident Data Summary

Location:	Frederick, MD	Accident Number:	ERA12LA061
Date & Time:	11/02/2011, 1715 EDT	Registration:	N212CF
Aircraft:	CESSNA 172R	Injuries:	1 Minor
Flight Conducted Under:	Part 91: General Aviation - Instructional		

Analysis

After touchdown, with a left crosswind of about 6 knots, the student pilot reported a strong vibration in the wheels and a pull to the left. He applied power to abort the landing, but did not maintain directional control, and, as a result, the airplane departed the left side of the runway, collapsing the nose landing gear. Postaccident inspection of the nose landing gear shimmy damper revealed no evidence of preimpact failure or malfunction.

Flight Events

Landing-landing roll - Miscellaneous/other
Landing-aborted after touchdown - Loss of control on ground

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be:
The student pilot's inadequate directional control during the landing roll.

Findings

Aircraft-Aircraft oper/perf/capability-Performance/control parameters-Directional control-Not attained/maintained - C
Personnel issues-Task performance-Use of equip/info-Aircraft control-Student pilot - C

Student Pilot Information

Certificate:	None	Age:	56
Airplane Rating(s):	None	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	45 hours (Total, all aircraft), 45 hours (Total, this make and model), 6 hours (Pilot In Command, all aircraft), 28 hours (Last 90 days, all aircraft), 13 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	CESSNA	Registration:	N212CF
Model/Series:	172R	Engines:	1 Reciprocating
Operator:	Frederick Flight Center, Inc.	Engine Manufacturer:	LYCOMING
Air Carrier Operating Certificate:	None	Engine Model/Series:	IO-360-L2A
Flight Conducted Under:	Part 91: General Aviation - Instructional		

Meteorological Information and Flight Plan

Observation Facility, Elevation:	FDK, 303 ft msl	Weather Information Source:	Weather Observation Facility
Conditions at Accident Site:	Visual Conditions	Lowest Ceiling:	None
Condition of Light:	Day	Wind Speed/Gusts, Direction:	6 knots, 160°
Temperature:	16°C / 3°C	Visibility	10 Miles
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Westminster, MD (DMW)	Destination:	Frederick, MD (FDK)

Airport Information

Airport:	Frederick Municipal Airport (FDK)	Runway Surface Type:	Asphalt
Runway Used:	23	Runway Surface Condition:	Dry
Runway Length/Width:	5220 ft / 100 ft		

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	Timothy W Monville	Adopted Date:	03/08/2012
Investigation Docket:	http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=82237		

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.