



National Transportation Safety Board Aviation Accident Data Summary

Location:	Newton, IA	Accident Number:	GAA16CA093
Date & Time:	01/02/2016, 1000 CST	Registration:	N947SP
Aircraft:	CESSNA 172	Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

According to the pilot, his intent was to perform a touch and go landing on a runway with patches of snow extending from the approach end to the departure end. The pilot reported that the touchdown and landing roll were uneventful. He reported that as he aborted the landing and configured the airplane for takeoff, he retracted the flaps, advanced the throttle and applied right rudder. He recalled that when he advanced the throttle, the airplane immediately made a sharp left turn, exited the runway to the left, and impacted the residual snow that was previously cleared from the runway. The airplane nosed over and the pilot exited the runway under his own power. The airplane sustained substantial damage to the vertical stabilizer and both wings.

The pilot reported that there were no mechanical failures or anomalies prior to or during the flight that would have prevented normal flight operation.

Flight Events

- Landing-aborted after touchdown - Loss of control on ground
- Landing-aborted after touchdown - Runway excursion
- Landing-aborted after touchdown - Collision during takeoff/land
- Landing-aborted after touchdown - Collision with terr/obj (non-CFIT)
- Landing-aborted after touchdown - Nose over/nose down

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to maintain airplane control during the takeoff, resulting in a runway excursion, and airplane nose over.

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-Pilot - C

Personnel issues-Action/decision-Info processing/decision-Decision making/judgment-Pilot

Environmental issues-Physical environment-Terrain-Snowy/icy-Decision related to condition

Environmental issues-Physical environment-Object/animal/substance-Snow/ice-Effect on equipment

Environmental issues-Physical environment-Runway/land/takeoff/taxi surface-Snow/slush/ice covered-Decision related to condition

Pilot Information

Certificate:	Private	Age:	52
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	(Estimated) 121 hours (Total, all aircraft), 121 hours (Total, this make and model), 14 hours (Pilot In Command, all aircraft), 21 hours (Last 90 days, all aircraft), 4 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	CESSNA	Registration:	N947SP
Model/Series:	172 S	Engines:	1 Reciprocating
Operator:	CENTRAL IOWA AVIATION LLC	Engine Manufacturer:	Lycoming
Air Carrier Operating Certificate:	None	Engine Model/Series:	IO-360
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Observation Facility, Elevation:	TNU, 952 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, 250°
Temperature:	-9° C / -10° C	Visibility	10 Miles
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	ANKENY, IA (IKV)	Destination:	Newton, IA (TNU)

Airport Information

Airport:	NEWTON MUNI-EARL JOHNSON FIELD (TNU)	Runway Surface Type:	Asphalt
Runway Used:	32	Runway Surface Condition:	Ice; Snow
Runway Length/Width:	5599 ft / 100 ft		

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	Michael A Hicks	Adopted Date:	04/05/2016
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
Investigation Docket:	http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=92525		

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.