



Aviation Investigation Final Report

Location:	Defuniak Springs, Florida	Accident Number:	GAA18CA299
Date & Time:	May 19, 2018, 17:20 Local	Registration:	N12267
Aircraft:	Cessna 172	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

According to the student pilot, he was performing touch-and-go takeoffs and landings following his first cross-country solo flight. He reported that, during his last landing, the airplane touched down "all the way to the right side of the runway," so he aborted the landing. He shut off the carburetor heat and applied power, and the airplane's nose pitched up and turned left. The airplane impacted the grass safety area on the left side of the runway in a nose-down attitude. The airplane came to rest inverted after striking a drainage culvert and sustained substantial damage to the right-wing lift strut and aileron.

The student reported that there were no mechanical malfunctions or failures with the airplane that would have precluded normal operation.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The student pilot's failure to maintain directional control during the aborted landing.

Findings

Aircraft	Directional control - Not attained/maintained
Personnel issues	Aircraft control - Student/instructed pilot
Environmental issues	(general) - Contributed to outcome

Factual Information

History of Flight

Takeoff	Loss of control on ground (Defining event)
Takeoff	Collision with terr/obj (non-CFIT)
Takeoff	Roll over

Student pilot Information

Certificate:	Student	Age:	28,Male
Airplane Rating(s):	None	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	4-point
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 1 With waivers/limitations	Last FAA Medical Exam:	May 2, 2018
Occupational Pilot:	No	Last Flight Review or Equivalent:	April 24, 2018
Flight Time:	(Estimated) 35 hours (Total, all aircraft), 35 hours (Total, this make and model), 35 hours (Last 90 days, all aircraft), 35 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N12267
Model/Series:	172 M	Aircraft Category:	Airplane
Year of Manufacture:	1973	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	17261911
Landing Gear Type:	Tricycle	Seats:	3
Date/Type of Last Inspection:	April 20, 2018 100 hour	Certified Max Gross Wt.:	2300 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	6123.4 Hrs	Engine Manufacturer:	LYCOMING
ELT:	C91A installed, not activated	Engine Model/Series:	O-320
Registered Owner:		Rated Power:	150 Horsepower
Operator:		Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KCEW,185 ft msl	Distance from Accident Site:	19 Nautical Miles
Observation Time:	22:22 Local	Direction from Accident Site:	279°
Lowest Cloud Condition:	Few / 10000 ft AGL	Visibility	6 miles
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	11 knots /	Turbulence Type Forecast/Actual:	/ None
Wind Direction:	210°	Turbulence Severity Forecast/Actual:	/ N/A
Altimeter Setting:	29.98 inches Hg	Temperature/Dew Point:	31°C / 18°C
Precipitation and Obscuration:	In the vicinity - Thunderstorm -		
Departure Point:	Defuniak Springs, FL (54J)	Type of Flight Plan Filed:	None
Destination:	Defuniak Springs, FL (54J)	Type of Clearance:	VFR
Departure Time:	13:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	DEFUNIAK SPRINGS 54J	Runway Surface Type:	Asphalt
Airport Elevation:	289 ft msl	Runway Surface Condition:	Dry
Runway Used:	27	IFR Approach:	None
Runway Length/Width:	4146 ft / 60 ft	VFR Approach/Landing:	Full stop;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	30.731111,-86.153892(est)

Administrative Information

Investigator In Charge (IIC):	Hicks, Michael
Additional Participating Persons:	Clay Caessens; FAA; Birmingham, AL
Original Publish Date:	March 18, 2019
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=97323

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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).