



Aviation Investigation Final Report

Location:	Churchville, Maryland	Accident Number:	GAA18CA505
Date & Time:	August 23, 2018, 11:00 Local	Registration:	N419SP
Aircraft:	Cessna 172	Aircraft Damage:	Substantial
Defining Event:	Runway excursion	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that, during landing, on short final, he "corrected the approach with a crab for a crosswind landing," and the airplane touched down on the first third of the runway "slightly fast" and left of the runway centerline. During the landing roll, the airplane gradually veered left and exited the runway. The pilot applied full power and initiated a go-around, but the airplane continued left and struck a power box.

The airplane sustained substantial damage to the right-wing lift strut and right horizontal stabilizer.

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

An automated weather observation station located on an airport about 6 nautical miles away from the accident site reported that, about the time of the accident, the wind was variable at 4 knots. The pilot reported that the wind was from the north and between about 10 and 15 knots. The pilot landed the airplane on runway 28.

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 after landing left of the runway centerline, which resulted in a runway excursion and impact with a power box.

Findings

Aircraft	Directional control - Not attained/maintained
Personnel issues	Aircraft control - Pilot
Environmental issues	(general) - Effect on operation

Factual Information

History of Flight

Landing-landing roll	Abnormal runway contact
Landing-aborted after touchdown	Loss of control on ground
Landing-landing roll	Runway excursion (Defining event)
Landing-aborted after touchdown	Runway excursion
Landing-aborted after touchdown	Collision with terr/obj (non-CFIT)

Pilot Information

Certificate:	Private; Remote	Age:	64, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Unknown
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	March 1, 2016
Occupational Pilot:	No	Last Flight Review or Equivalent:	September 9, 2016
Flight Time:	(Estimated) 503 hours (Total, all aircraft), 350 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N419SP
Model/Series:	172 S	Aircraft Category:	Airplane
Year of Manufacture:	2000	Amateur Built:	
Airworthiness Certificate:	Normal; Utility	Serial Number:	172S8350
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	2299 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Lycoming
ELT:		Engine Model/Series:	IO360 SER A&C
Registered Owner:		Rated Power:	
Operator:		Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KAPG, 57 ft msl	Distance from Accident Site:	6 Nautical Miles
Observation Time:	14:59 Local	Direction from Accident Site:	165°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	360°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	30.06 inches Hg	Temperature/Dew Point:	22°C / 13°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Churchville, MD (0W3)	Type of Flight Plan Filed:	None
Destination:	Churchville, MD (0W3)	Type of Clearance:	VFR
Departure Time:		Type of Airspace:	Class G

Airport Information

Airport:	HARFORD COUNTY 0W3	Runway Surface Type:	Asphalt
Airport Elevation:	408 ft msl	Runway Surface Condition:	Dry
Runway Used:	28	IFR Approach:	None
Runway Length/Width:	2000 ft / 40 ft	VFR Approach/Landing:	Full stop

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:	39.566944,-76.202499(est)

Administrative Information

Investigator In Charge (IIC):	Nepomuceno, Eleazar
Additional Participating Persons:	Mark Bevin; FAA; Glen Burnie, MD
Original Publish Date:	March 20, 2020
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=98146

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