



AVIATION



HIGHWAY



MARINE



RAILROAD



PIPELINE

Aviation Investigation Final Report

Location:	Blairstown, New Jersey	Accident Number:	ERA24LA048
Date & Time:	November 20, 2023, 10:17 Local	Registration:	N739MK
Aircraft:	Cessna 172N	Aircraft Damage:	Substantial
Defining Event:	Loss of control in flight	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

The flight instructor and the student pilot were practicing a simulated loss of engine power landing procedure. When the airplane was over the runway, it began to “excessively” float and the instructor told the student to go-around. The student added full power and pulled back on the control yoke to initiate the go-around. The instructor said the airplane almost immediately banked toward the left of the runway. He immediately took over the controls and attempted to recover from the situation; however, he said that he was unable to overpower the student’s excessive input and the airplane impacted the ground resulting in substantial damage to the right wing. The instructor reported that there were no preimpact mechanical malfunctions or failures of 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 improper control inputs and the flight instructor’s delayed remedial action, which resulted in a loss of control during an attempted go-around.

Findings

Personnel issues	Aircraft control - Student/instructed pilot
Personnel issues	Delayed action - Instructor/check pilot
Aircraft	Lateral/bank control - Not attained/maintained

Factual Information

History of Flight

Approach-VFR go-around	Loss of control in flight (Defining event)
Approach-VFR go-around	Abnormal runway contact

Pilot Information

Certificate:	Flight instructor	Age:	21,Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane single-engine; Instrument airplane	Toxicology Performed:	
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	January 28, 2019
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	November 4, 2023
Flight Time:	348 hours (Total, all aircraft), 348 hours (Total, this make and model), 264 hours (Pilot In Command, all aircraft), 108 hours (Last 90 days, all aircraft), 89 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

Student pilot Information

Certificate:	Student	Age:	21,Male
Airplane Rating(s):	None	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	None	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 2 Without waivers/limitations	Last FAA Medical Exam:	February 3, 2021
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	22 hours (Total, all aircraft), 22 hours (Total, this make and model), 22 hours (Last 90 days, all aircraft), 20 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N739MK
Model/Series:	172N	Aircraft Category:	Airplane
Year of Manufacture:	1978	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	17270649
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	November 3, 2023 Annual	Certified Max Gross Wt.:	2400 lbs
Time Since Last Inspection:	49 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	9269 Hrs as of last inspection	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	O-320-D2J
Registered Owner:	SHERMAN AVIATION LLC	Rated Power:	160
Operator:	On file	Operating Certificate(s) Held:	Pilot school (141)

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	K12N, 582 ft msl	Distance from Accident Site:	12 Nautical Miles
Observation Time:	09:54 Local	Direction from Accident Site:	79°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	9 knots / 16 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	30°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.36 inches Hg	Temperature/Dew Point:	3°C / -6°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Blairstown, NJ	Type of Flight Plan Filed:	None
Destination:	Blairstown, NJ	Type of Clearance:	None
Departure Time:		Type of Airspace:	Unknown

Airport Information

Airport:	BLAIRSTOWN 1N7	Runway Surface Type:	Asphalt
Airport Elevation:	371 ft msl	Runway Surface Condition:	Dry
Runway Used:	7	IFR Approach:	None
Runway Length/Width:	3112 ft / 70 ft	VFR Approach/Landing:	Go around

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	40.971133,-74.997504(est)

Administrative Information

Investigator In Charge (IIC): Read, Leah

Additional Participating Persons: Michael Conti; FAA/FSDO; Allentown, PA

Original Publish Date: January 25, 2024

Last Revision Date:

Investigation Class: [Class 4](#)

Note: The NTSB did not travel to the scene of this accident.

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=193426>

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