



Aviation Investigation Final Report

Location:	Eden Prairie, Minnesota	Accident Number:	CEN23LA400
Date & Time:	September 3, 2023, 16:45 Local	Registration:	N5254D
Aircraft:	Cessna 172N	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that while landing, he took out the crosswind correction too soon, and the airplane veered to the left. The right wing dipped and struck the runway. The airplane became momentarily airborne again and when it settled back to the runway, the propeller struck the ground. The airplane exited the runway and came to rest in the grass. The right wing was substantially damaged. The pilot landed on runway 28R with wind 230° at 8 kts. The pilot reported that there were no mechanical failures or malfunctions 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 pilot's failure to maintain directional control during a landing with a left crosswind.

Findings

Environmental issues	Crosswind - Effect on operation
Personnel issues	Aircraft control - Pilot
Aircraft	Directional control - Not attained/maintained

Factual Information

History of Flight

Landing-landing roll	Loss of control on ground (Defining event)
Landing-landing roll	Other weather encounter
Landing-landing roll	Runway excursion

Pilot Information

Certificate:	Private	Age:	58,Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	September 16, 2022
Occupational Pilot:	No	Last Flight Review or Equivalent:	August 10, 2023
Flight Time:	368 hours (Total, all aircraft), 98 hours (Total, this make and model), 305 hours (Pilot In Command, all aircraft), 12 hours (Last 90 days, all aircraft), 12 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N5254D
Model/Series:	172N	Aircraft Category:	Airplane
Year of Manufacture:	1979	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	17272473
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	August 15, 2023 100 hour	Certified Max Gross Wt.:	2400 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	O-320-H2AD
Registered Owner:	R and R Aero Services LLC	Rated Power:	160 Horsepower
Operator:	Inflight Pilot Training	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KFCM, 905 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	16:53 Local	Direction from Accident Site:	309°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	230°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.72 inches Hg	Temperature/Dew Point:	37°C / 18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Eden Prairie, MN	Type of Flight Plan Filed:	None
Destination:	Eden Prairie, MN	Type of Clearance:	None
Departure Time:		Type of Airspace:	Class D

Airport Information

Airport:	Flying Cloud KFCM	Runway Surface Type:	Asphalt
Airport Elevation:	906 ft msl	Runway Surface Condition:	Dry
Runway Used:	28R	IFR Approach:	None
Runway Length/Width:	3901 ft / 75 ft	VFR Approach/Landing:	Full stop

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
Total Injuries:	1 None	Latitude, Longitude:	44.828102, -93.45626

Administrative Information

Investigator In Charge (IIC):	Abraham, Laura
Additional Participating Persons:	Edward Martin; FAA; Minneapolis, MN
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=193016

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).