



# Aviation Investigation Final Report

<b>Location:</b>	Nacogdoches, Texas	<b>Accident Number:</b>	CEN23LA176
<b>Date &amp; Time:</b>	April 28, 2023, 14:11 Local	<b>Registration:</b>	N52602
<b>Aircraft:</b>	Cessna 172P	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Loss of control on ground	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Instructional		

## Analysis

The student pilot stated he touched down and began to porpoise. The airplane began to slide to the right towards the runway edge. The student pilot's attempt to stop was unsuccessful and the airplane exited the runway. During the runway excursion, the airplane nosed over which resulted in substantial damage to the right wing. The student pilot reported that there were no preaccident mechanical malfunctions or failures 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 landing roll.

## Findings

<b>Aircraft</b>	Directional control - Not attained/maintained
<b>Personnel issues</b>	Aircraft control - Student/instructed pilot

## Factual Information

### History of Flight

Landing	Abnormal runway contact
Landing	Loss of control on ground (Defining event)
Landing-landing roll	Attempted remediation/recovery
Landing	Runway excursion
Landing-landing roll	Nose over/nose down

### Pilot Information

Certificate:	Student	Age:	46,Male
Airplane Rating(s):	None	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	None	Second Pilot Present:	
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3 Without waivers/limitations	Last FAA Medical Exam:	August 1, 2021
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	36.3 hours (Total, all aircraft), 36.3 hours (Total, this make and model), 36.3 hours (Last 90 days, all aircraft), 7.7 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N52602
<b>Model/Series:</b>	172P	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	1980	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	17274562
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>		<b>Certified Max Gross Wt.:</b>	
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	
<b>ELT:</b>		<b>Engine Model/Series:</b>	
<b>Registered Owner:</b>	HUTCH AVIATION INC	<b>Rated Power:</b>	
<b>Operator:</b>	HUTCH AVIATION INC	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	KOCH,355 ft msl	<b>Distance from Accident Site:</b>	0 Nautical Miles
<b>Observation Time:</b>	13:56 Local	<b>Direction from Accident Site:</b>	33°
<b>Lowest Cloud Condition:</b>	Few / 200 ft AGL	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>		<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	7 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	150°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29.82 inches Hg	<b>Temperature/Dew Point:</b>	24°C / 16°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Nacogdoches, TX	<b>Type of Flight Plan Filed:</b>	
<b>Destination:</b>	Nacogdoches, TX	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>		<b>Type of Airspace:</b>	Class E

## Airport Information

<b>Airport:</b>	NACOGDOCHES A L MANGHAM JR RGNL OCH	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	354 ft msl	<b>Runway Surface Condition:</b>	
<b>Runway Used:</b>	18	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	5000 ft / 75 ft	<b>VFR Approach/Landing:</b>	

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>		<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	31.576586,-94.710096(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Rutt, Brian
<b>Additional Participating Persons:</b>	Stephen Ragin; FAA Houston FSDO
<b>Original Publish Date:</b>	June 29, 2023
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class 4</a>
<b>Note:</b>	The NTSB did not travel to the scene of this accident.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=114704">https://data.nts.gov/Docket?ProjectID=114704</a>

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](#).