



Aviation Investigation Final Report

Location:	Van Nuys, California	Accident Number:	WPR23LA124
Date & Time:	March 9, 2023, 16:15 Local	Registration:	N73726
Aircraft:	Cessna 172N	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

The student pilot reported she had been practicing touch and go landings. During the takeoff roll of her second touch and go, the pilot noticed the flaps were fully extended. She retracted the flaps and subsequently lost directional control of the airplane. The airplane veered and exited to the left side of the runway and struck a sign before it nosed over and came to rest inverted, which resulted in substantial damage to both wings. The pilot 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 pilots failure to maintain directional control during takeoff.

Findings

Personnel issues	Aircraft control - Pilot
Aircraft	Directional control - Not attained/maintained

Factual Information

History of Flight

Takeoff	Loss of control on ground (Defining event)
Takeoff	Runway excursion
Takeoff	Nose over/nose down

Pilot Information

Certificate:	Student	Age:	28
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 1 With waivers/limitations	Last FAA Medical Exam:	October 14, 2022
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	46 hours (Total, all aircraft), 46 hours (Total, this make and model), 3 hours (Pilot In Command, all aircraft), 34 hours (Last 90 days, all aircraft), 26 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N73726
Model/Series:	172N	Aircraft Category:	Airplane
Year of Manufacture:	1976	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	17267630
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	February 7, 2023 100 hour	Certified Max Gross Wt.:	2300 lbs
Time Since Last Inspection:	65.6 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	4749.2 Hrs at time of accident	Engine Manufacturer:	Lycoming
ELT:	Installed	Engine Model/Series:	O-320-H2AD
Registered Owner:	On file	Rated Power:	160 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KVNY, 785 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	15:51 Local	Direction from Accident Site:	339°
Lowest Cloud Condition:	Scattered / 8500 ft AGL	Visibility	10 miles
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	11 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	150°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.02 inches Hg	Temperature/Dew Point:	19°C / 3°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Van Nuys, CA	Type of Flight Plan Filed:	None
Destination:	Van Nuys, CA	Type of Clearance:	VFR
Departure Time:		Type of Airspace:	Class D

Airport Information

Airport:	Van Nuys VNY	Runway Surface Type:	Asphalt
Airport Elevation:	802 ft msl	Runway Surface Condition:	Dry
Runway Used:	16L	IFR Approach:	None
Runway Length/Width:	4013 ft / 75 ft	VFR Approach/Landing:	Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	34.209806,-118.48997(est)

Administrative Information

Investigator In Charge (IIC):	Basti, Paymaun
Additional Participating Persons:	Patrick Obrien; FAA; Van Nuys , CA
Original Publish Date:	June 23, 2023
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=106879

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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](#).