



National Transportation Safety Board Aviation Accident Final Report

Location:	Houston, TX	Accident Number:	DFW08CA051
Date & Time:	12/28/2007, 0830 CST	Registration:	N1458U
Aircraft:	Cessna 172	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The private pilot was flying multiple visual patterns on a 40-foot wide asphalt runway. Winds were reported by the pilot as variable and gusting. The pilot stated that during the third touch-and-go, the wind shifted to a crosswind with a tailwind component. While reconfiguring for takeoff, the pilot perceived a faster than normal groundspeed. A gust of wind contacted the airplane's tail pushing the nose to the left. The pilot attempted to correct back to centerline but was hesitant to input an aggressive correction due to the faster than normal groundspeed. The left main gear ran off the runway onto the grass and the airplane departed the left side of the runway. The nose gear sank into mud and was separated. The nose gear strut dug into the muddy terrain and the airplane nosed over coming to rest in the inverted position. On a NTSB Form 6120.1, the pilot reported that the accident could have been prevented with a more aggressive rudder input.

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 aircraft control. A contributing factor was prevailing crosswind.

Findings

Occurrence #1: ON GROUND/WATER ENCOUNTER WITH WEATHER

Phase of Operation: TAKEOFF - ROLL/RUN

Findings

1. (F) WEATHER CONDITION - CROSSWIND

Occurrence #2: LOSS OF CONTROL - ON GROUND/WATER

Phase of Operation: TAKEOFF - ABORTED

Findings

2. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #3: NOSE GEAR COLLAPSED

Phase of Operation: TAKEOFF - ABORTED

Findings

3. LANDING GEAR, NOSE GEAR - SEPARATION

Occurrence #4: NOSE OVER

Phase of Operation: LANDING - ROLL

Findings

4. TERRAIN CONDITION - MUDDY

Factual Information

Pilot Information

Certificate:	Private	Age:	46, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Without Waivers/Limitations	Last FAA Medical Exam:	05/01/2007
Occupational Pilot:		Last Flight Review or Equivalent:	06/01/2006
Flight Time:	110 hours (Total, all aircraft), 45 hours (Total, this make and model), 70 hours (Pilot In Command, all aircraft), 20 hours (Last 90 days, all aircraft), 7 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N1458U
Model/Series:	172	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	17267125
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	2300 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	O-320-E2D
Registered Owner:	J & D Aircraft LLC	Rated Power:	150 hp
Operator:	MVP Aero Academy - Weiser Park	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Few	Visibility	10 Miles
Lowest Ceiling:	Broken / 3000 ft agl	Visibility (RVR):	
Wind Speed/Gusts:	8 knots / 11 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	Variable	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.08 inches Hg	Temperature/Dew Point:	11 °C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	HOUSTON, TX (EYQ)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	CST	Type of Airspace:	

Airport Information

Airport:	WEISER AIR PARK (EYQ)	Runway Surface Type:	Asphalt
Airport Elevation:	137 ft	Runway Surface Condition:	Dry
Runway Used:	090	IFR Approach:	None
Runway Length/Width:	3455 ft / 40 ft	VFR Approach/Landing:	Touch and Go; Traffic Pattern

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:	29.935000, -95.639444

Administrative Information

Investigator In Charge (IIC):	Jason T Aguilera	Report Date:	01/31/2008
Additional Participating Persons:	Carl Thomas; FAA FSDO; Houston, TX		
Publish Date:			
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).