



## MEMORANDUM FOR RECORD

**Michael Hicks**  
**Air Safety Investigator**  
**(GAA) General Aviation Accidents**

**June 30, 2015**

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NTSB Accident Number: GAA15CA030  
Aircraft Registration & Make/Model: N789N; Cessna R172E  
Accident Location: Fort Meade, MD  
Accident Date: 261640MAR15  
Subject: Record of follow up

Per discussion with Fort Meade Flying Activity Safety Officer, Multiple witness statements have identified that N7889N had not come to a complete stop before the right wing contacted the ground, following the runway excursion. The witnesses confirm and sustain investigative findings consistent with forward movement of the right wing prior to impact.

In one witness account, after the runway excursion, the airplane rolled into the soft sod beyond the runway threshold. While the pilot continued to apply brakes, the airplane made a sharp veer to the left and the airplane began to sink further into the sod as the forward speed decreased. The rapid decrease in forward speed due to the resistance of the sinking mass of the wheels, combined with the left turn of the aircraft, and brake application caused the airplane's momentum to roll the airplane about the horizontal axis, however the airplane's right wing stopped the rolling moment, when the wing struck the ground. This account is consistent with the Flight Instructors claim that the right wing of the airplane contacted the ground after the airplane stopped rolling.

However, according to witness accounts, the airplane was not contacted by a gust of wind after all airplane movement had ceased, as the Flight Instructor stated. In a separate witness account, the airplanes right wing struck the ground after the runway excursion, and after the airplane made the left swing in the soft sod beyond the runway threshold, prior to coming to a stop.

The witness accounts identify the airplane was not completely stopped at the time the right wing of the Cessna struck the ground.