

NATIONAL TRANSPORTATION SAFETY BOARD
Vehicle Recorder Division
Washington, D.C. 20594

September 20, 2013

Video Factual Report

**Specialist's Factual Report
by Bill Tuccio, Ph.D.**

A. EVENT

Location: Waterford, Michigan
Date: June 21, 2013
Aircraft: Cessna 172, N9926Q
Operator: Flight 101, LLC
NTSB Number: CEN13FA364

B. GROUP - No Group

C. SUMMARY

On June 21, 2013, about 1240 eastern daylight time, a Cessna 172M, N9926Q, impacted terrain during takeoff at the Oakland County International Airport (KPTK), Waterford, Michigan. The pilot and three passengers were fatally injured. The airplane was destroyed. The airplane was registered to and operated by Flight 101, LLC, Waterford, Michigan, under the provisions of 14 *Code of Federal Regulations* Part 91 as a personal flight. Visual meteorological conditions (VMC) prevailed, and no flight plan had been filed. The local flight was originating at the time of the accident.

D. DETAILS OF INVESTIGATION

The NTSB Vehicle Recorder Laboratory received two security videos: (1) one labeled "Bay1West," and (2) another labeled "RoyalAir."

The times used in this report are the times recorded by the videos, which were not validated for this report.

Bay1West Video

The aircraft entered the left side of the video at 1340:03, in nearly level flight. The aircraft was proceeding towards the right, away from the camera. The resolution of the video was insufficient to discern any control position details of the aircraft. The aircraft remained nearly level, with small altitude fluctuations, until 1340:39.

At about 1340:39, the aircraft climbed slightly.

At 1340:48, the aircraft began to descend rapidly, as it turned to the left.

At 1340:43, the aircraft impacted the ground.

Shortly thereafter, smoke began to rise from the impact point.

RoyalAir Video

The aircraft entered the right side of the video at 1338:47; from the perspective of the camera, the aircraft climbed slightly above some hangars. The aircraft climbed slightly until about 1339:02 when it leveled off. The resolution of the video was insufficient to discern any control position details of the aircraft.

At 1339:08, the aircraft began to descend rapidly in a left hand turn.

At 1339:10, the aircraft was no longer visible as it descended behind a hangar.

At 1339:30, smoke began to rise from behind the aforementioned hangar.