

Accident Summary Report

Aircraft: N1401U

Cessna 172M

Location: Goose Creek Airport (28A)

Event Date: 9/27/2021

On 9/27/20221, at approximately 0930 local time, a Cessna 172m took off from Goose Creek Airport (28A) using runway 4. Weather at the time was clear with no precipitation.

According to a written statement by the pilot, upon rotation, the aircraft entered into a stall. The pilot lowered the nose of the aircraft in an attempt to regain airspeed, however the pilot lost control of the aircraft and the aircraft impacted the ground before coming to rest against a group of small trees approximately 140 feet from left of runway centerline.

Ground scars at the scene and aircraft condition showed that upon impacting the ground, the nose landing gear broke and separated from the aircraft, causing the propeller and the nose of the aircraft to strike the ground.

The left wing tip also contacted the ground causing the wing tip to separate and bend the wing tip upward. The wing tip cap was found on top of the left wing with the wiring still connected.

Continuing in a forward-right directional skid, the right landing gear hit a small elevated burm, catching the right gear, causing the right wing tip to strike the ground with significant force. The aircraft then bounced and came to rest against a group of small trees.

The outboard portion of the right wing was bent in an upward direction approximately 15 degrees from the rest of the wing. The upper right cabin door hinge was found broken with the door resting against the wing strut.

The cabin floor was found buckled and the left side seat was found separated from the seat tracks. The flaps were between 0 – 10 degrees, the throttle and mixture controls were found full forward. The left yoke was bent slightly downward and could not be operated to check flight control movement. Left side of cabin: Left Rudder Pedal was bent outward; Right Rudder Pedal was bent inward. Right side of cabin: Both Rudder Pedals were evenly spaced, but both were bent outward.

The aircraft fuselage experienced significant stresses during the event as multiple rivet lines along the skin seams were found to be torn open. Additionally, heavy creases and dents were also observed on the belly skins and right side fuselage skins.

The pilot experienced a serious laceration to his forehead from impacting the top center of the instrument panel and was taken to Atrium Main Hospital. A phone interview with the pilot several days following the event, revealed that he was not wearing his shoulder belt during the flight. The pilot further stated that due to a previous surgery, he did not have full range of motion in his left knee and theorized that the limited range of motion may have contributed to him losing control of the aircraft.