



# Aviation Investigation Factual Report

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<b>Location:</b>	Lakeland, Florida	<b>Accident Number:</b>	MIA05LA043
<b>Date &amp; Time:</b>	December 17, 2004, 15:30 Local	<b>Registration:</b>	N375LP
<b>Aircraft:</b>	Cessna 172S	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

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## Factual Information

On December 17, 2004, about 1530 eastern standard time, a Cessna 172S, N375LP, registered to Hallam & Novinski Leasing, LLC, operated by Sterling Flight Training by Malone Air, Inc., experienced a loss of control during a touch-and-go landing and collided with a taxiway sign at the Lakeland Linder Regional Airport, Lakeland, Florida. Visual meteorological conditions prevailed at the time and no flight plan was filed for the 14 CFR Part 91 personal flight from Craig Municipal Airport, Jacksonville, Florida, to Southwest Florida International Airport, Fort Myers, Florida. The airplane was substantially damaged and the private-rated pilot, and a pilot-rated passenger were not injured. The flight originated about 1400, from Craig Municipal Airport.

The pilot stated that after takeoff the flight proceeded towards the destination airport, but he elected to perform a touch-and-go landing at the Lakeland Linder Regional Airport. The flight was cleared for the touch-and-go landing on runway 09, and after touchdown on the centerline of the runway, the airplane bounced 1-2 feet, then touched down again. The airplane began slowly drifting to the left which he was unable to correct with right rudder input. He applied power to go around, then elected to stay on the ground, and with right rudder applied, the airplane departed the left side of the runway. The airplane collided with a taxiway sign causing separation of the nose landing gear. The airplane then came to rest and the occupants exited the airplane.

A METAR report taken on the airport approximately 4 minutes after the accident indicates the wind was from 030 degrees at 4 knots.

Examination of the left and right steering tube assemblies was performed by Cessna Aircraft Company personnel, with Federal Aviation Administration (FAA) oversight. The examination revealed the tube (P/N 0543021-1) of both steering tube assemblies were fractured due to overstress at the formed bead; deformation of the tubes was noted at the fracture location. Additionally, the left "Bearing-rod end" P/N S1823-3 had fractured at the location of the first thread.

Metallurgical examination of the fractured Bearing-rod end" P/N S1823-3 was performed by the NTSB Materials Laboratory located in Washington, D.C. The examination revealed the fracture features were consistent with "bending overstress", and "No evidence of pre-existing fatigue was noted in any areas on the fracture surface."

According to the Director of Maintenance of the operator, there was no record that either steering tube assemblies had been replaced since the airplane was manufactured on April 30, 2003. At the time of the accident, the airplane had accumulated approximately 884 hours since manufacture.

The airplane minus the retained left and right steering tube assemblies was released to Deans Rowedder, of Kern & Wooley, LLP, on January 11, 2005. The retained components were released to Steve Mitchell, also of Kern & Wooley, LLP, on April 6, 2005. The left steering assembly and fractured "Bearing-rod end" retained by NTSB following examination by Cessna Aircraft Company were released to Steve Mitchell on May 15, 2005.

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	35, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	November 4, 2002
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	August 20, 2003
<b>Flight Time:</b>	289 hours (Total, all aircraft), 2 hours (Total, this make and model), 56 hours (Pilot In Command, all aircraft), 14 hours (Last 90 days, all aircraft), 7 hours (Last 30 days, all aircraft)		

### Co-pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	30, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Right
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	March 21, 2001
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	1498 hours (Total, all aircraft), 1305 hours (Pilot In Command, all aircraft), 73 hours (Last 90 days, all aircraft), 35 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N375LP
<b>Model/Series:</b>	172S	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	172S9375
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	December 15, 2004 100 hour	<b>Certified Max Gross Wt.:</b>	2550 lbs
<b>Time Since Last Inspection:</b>	4.8 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	884 Hrs at time of accident	<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	IO-360-L2A
<b>Registered Owner:</b>	Hallam & Novinski Leasing, LLC	<b>Rated Power:</b>	180 Horsepower
<b>Operator:</b>	Sterling Flight Training by Malone Air, Inc.	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	KLAL, 142 ft msl	<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>	15:34 Local	<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>		<b>Visibility</b>	15 miles
<b>Lowest Ceiling:</b>	Broken / 15000 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	4 knots / None	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	30°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30.13 inches Hg	<b>Temperature/Dew Point:</b>	19°C / 12°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Jacksonville, FL (KCRG)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Fort Myers, FL (KRSW)	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	14:00 Local	<b>Type of Airspace:</b>	Class D

## Airport Information

<b>Airport:</b>	Lakeland Linder Regional KLAL	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	142 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	09	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	8500 ft / 150 ft	<b>VFR Approach/Landing:</b>	Touch and go

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 None	<b>Latitude, Longitude:</b>	27.988889,-82.018608

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Monville, Timothy
<b>Additional Participating Persons:</b>	Larry L Storie; Federal Aviation Administration; Orlando, FL Tommy L Moody; Cessna Aircraft Company; Wichita, KS Lyndon Islielson; Cessna Aircraft Company; Wichita, KS
<b>Report Date:</b>	June 1, 2005
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=60758">https://data.nts.gov/Docket?ProjectID=60758</a>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).