



Aviation Investigation Factual Report

Location:	Midlothian, Texas	Accident Number:	CEN12LA214
Date & Time:	March 29, 2012, 17:15 Local	Registration:	N480SP
Aircraft:	Cessna 172S	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Factual Information

On March 29, 2012, at 1715 central daylight time, a Cessna 172S airplane, N480SP, was substantially damaged while landing at Mid-Way Regional Airport (KJWY), Midlothian, Texas. The private pilot was not injured. The airplane was registered to and operated by the pilot under the provisions of 14 Code of Federal Regulations Part 91 without a flight plan. Day visual meteorological conditions prevailed for the personal flight. The flight departed Sportsman's World Airport (TA65), Palo Pinto, Texas, about 1615 with KJWY as the intended destination.

The pilot stated that there was a 5-10 knot left crosswind while landing on runway 18 (6,500 feet by 100 feet, asphalt). He reported that he had no difficulty maintaining runway centerline alignment during the final approach and touchdown. An uneventful touchdown was made on the runway centerline; however, during the landing roll, the airplane began to veer to the left. The pilot stated that despite his increased use of right rudder to regain directional control, the airplane departed off the left side of the runway and impacted a ditch. The nose landing gear collapsed when the airplane impacted the ditch. He further noted that he had not experienced any ground-handling difficulties during the 2 takeoffs and 1 landing completed earlier that day.

A postaccident examination was completed by inspectors with the Federal Aviation Administration. The examination revealed substantial damage to the right wing primary structure and engine firewall. Although the nose wheel steering linkages had fractured when the nose gear collapsed, movement of the cockpit rudder pedals confirmed their proper operation. Additionally, no mechanical anomalies were found during a function test of the brake system. The postaccident examination did not reveal any preimpact mechanical malfunctions or failures that would have precluded normal operation of the airplane.

At 1715, the airport's automated surface observing system reported the following weather conditions: wind 120 degrees at 6 knots; visibility 10 miles; scattered clouds at 2,800 and 3,300 feet above ground level; temperature 25 degrees Celsius; dew point 17 degrees Celsius; altimeter setting 29.84 inches of mercury.

Pilot Information

Certificate:	Private	Age:	47,Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	December 1, 2011
Occupational Pilot:	No	Last Flight Review or Equivalent:	January 12, 2012
Flight Time:	463 hours (Total, all aircraft), 61 hours (Total, this make and model), 4 hours (Last 90 days, all aircraft), 2 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N480SP
Model/Series:	172S	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	172S8025
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	March 22, 2012 Annual	Certified Max Gross Wt.:	2550 lbs
Time Since Last Inspection:	2 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1341 Hrs as of last inspection	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	IO-360-L2A
Registered Owner:	On file	Rated Power:	180 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KJWY, 727 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	17:15 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 2800 ft AGL	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	6 knots / None	Turbulence Type Forecast/Actual:	/
Wind Direction:	120°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.84 inches Hg	Temperature/Dew Point:	25°C / 17°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Palo Pinto, TX (TA65)	Type of Flight Plan Filed:	None
Destination:	Midlothian, TX (KJWY)	Type of Clearance:	None
Departure Time:	16:15 Local	Type of Airspace:	Class G

Airport Information

Airport:	Mid-Way Regional Airport KJWY	Runway Surface Type:	Asphalt
Airport Elevation:	727 ft msl	Runway Surface Condition:	Dry
Runway Used:	18	IFR Approach:	None
Runway Length/Width:	6500 ft / 100 ft	VFR Approach/Landing:	Full stop; Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	32.458332, -96.912498(est)

Administrative Information

Investigator In Charge (IIC): Fox, Andrew

Additional Participating Persons: Michael D Hastings; Federal Aviation Administration - Dallas FSDO; Dallas, TX

Report Date: August 1, 2012

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=83251>

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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](#).