



Aviation Investigation Factual Report

Location:	Edgewater, Maryland	Accident Number:	ERA14CA334
Date & Time:	July 8, 2014, 19:30 Local	Registration:	N7368F
Aircraft:	Cessna 172N	Aircraft Damage:	Substantial
Defining Event:	Windshear or thunderstorm	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Flight instructor Information

Certificate:	Commercial; Flight instructor	Age:	23
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane single-engine; Instrument airplane	Toxicology Performed:	No
Medical Certification:	Class 1 Without waivers/limitations	Last FAA Medical Exam:	July 1, 2013
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	April 10, 2014
Flight Time:	600 hours (Total, all aircraft), 473 hours (Total, this make and model), 500 hours (Pilot In Command, all aircraft), 61 hours (Last 90 days, all aircraft), 35 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Student pilot Information

Certificate:	Student	Age:	36
Airplane Rating(s):	None	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	None	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Without waivers/limitations	Last FAA Medical Exam:	September 13, 2013
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	77 hours (Total, all aircraft), 77 hours (Total, this make and model), 8 hours (Pilot In Command, all aircraft), 20 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N7368F
Model/Series:	172N	Aircraft Category:	Airplane
Year of Manufacture:	1979	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	17273257
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	May 1, 2014 AAIP	Certified Max Gross Wt.:	2299 lbs
Time Since Last Inspection:	60 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	12295 Hrs as of last inspection	Engine Manufacturer:	LYCOMING
ELT:	C91 installed, not activated	Engine Model/Series:	O-320-H2AD
Registered Owner:	W TECH CONSULTING INC	Rated Power:	160 Horsepower
Operator:	Navy Annapolis Flight Center	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	NAK, 15 ft msl	Distance from Accident Site:	5 Nautical Miles
Observation Time:	19:54 Local	Direction from Accident Site:	60°
Lowest Cloud Condition:		Visibility	10 miles
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	18 knots / 29 knots	Turbulence Type Forecast/Actual:	/ Convective
Wind Direction:	300°	Turbulence Severity Forecast/Actual:	/ Unknown
Altimeter Setting:	29.8 inches Hg	Temperature/Dew Point:	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Easton, MD (ESN)	Type of Flight Plan Filed:	VFR
Destination:	Edgewater, MD (ANP)	Type of Clearance:	VFR
Departure Time:	19:20 Local	Type of Airspace:	

Airport Information

Airport:	LEE ANP	Runway Surface Type:	Asphalt
Airport Elevation:	34 ft msl	Runway Surface Condition:	Unknown
Runway Used:	30	IFR Approach:	None
Runway Length/Width:	2500 ft / 48 ft	VFR Approach/Landing:	Full stop;Straight-in

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	38.942779,-76.568336(est)

Administrative Information

Investigator In Charge (IIC):	Schiada, Luke
Additional Participating Persons:	Jack W Callahan; FAA/FSDO; Baltimore, MD
Report Date:	August 26, 2014
Last Revision Date:	
Investigation Class:	Class
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=89631

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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](#).