



Aviation Investigation Final Report

Location:	Lawrenceville, Georgia	Accident Number:	ERA21LA119
Date & Time:	January 28, 2021, 10:45 Local	Registration:	N997MC
Aircraft:	Cessna 172R	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot was returning to his home airport after a short trip. Other than mild turbulence, there was nothing eventful about the trip. Upon nearing the airport and listening to the weather, he understood that winds were gusting from the northwest at 12 to 20 knots. This was on the high end of his personal minimums, but within the tolerance range that he had flown in the past. As he was preparing to land, he experienced some greater turbulence and crosswinds. The air traffic controller in the control tower gave him a straight in approach, and subsequently cleared him to land on runway 25. The approach was turbulent, and the plane was being bounced and pushed left intermittently. Due to the wind gust advisory, he landed with only 10° of flaps and about 10 knots more airspeed. His estimated speed over the threshold of the runway was about 70 knots. He stated that it was pretty gusty crossing the runway threshold. He landed the airplane and once the nosewheel was down, he started braking. Unexpectedly the plane moved to the left quickly. It seemed to him as though a large gust hit the airplane from the northwest side and pushed the airplane sharply to the left. He worked to counter the movement with right rudder but was unsuccessful in stopping the momentum. He nearly kept the airplane on the pavement, but the left tire just slipped off the edge of the runway. When the left tire contacted the newly sodded turf, combined with the recent heavy rain; the tire sunk quickly, as the turf was soft and very muddy. This rapid deceleration, and the left tire being off the pavement, caused the rear of the plane to “rise” and the propeller struck the runway. With this motion, and the left tire being below the pavement, the airplane pivoted to the left, and the left-wing tip struck the surface. The airplane came to rest on its landing gear, just off the runway surface.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The pilot's failure to maintain directional control during landing in a gusting crosswind, which resulted in a loss of control and runway excursion.

Findings

Personnel issues	Aircraft control - Pilot
Environmental issues	Crosswind - Response/compensation
Environmental issues	Gusts - Response/compensation
Aircraft	Directional control - Not attained/maintained

Factual Information

History of Flight

Landing-landing roll	Loss of control on ground (Defining event)
Landing-landing roll	Runway excursion

Pilot Information

Certificate:	Private	Age:	52, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3 Without waivers/limitations	Last FAA Medical Exam:	August 20, 2020
Occupational Pilot:	No	Last Flight Review or Equivalent:	November 23, 2020
Flight Time:	121 hours (Total, all aircraft), 119 hours (Total, this make and model), 59 hours (Pilot In Command, all aircraft), 53 hours (Last 90 days, all aircraft), 7 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N997MC
Model/Series:	172R	Aircraft Category:	Airplane
Year of Manufacture:	1997	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	17280039
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	December 1, 2020 Annual	Certified Max Gross Wt.:	2450 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	1615 Hrs at time of accident	Engine Manufacturer:	LYCOMING
ELT:	C91A installed, not activated	Engine Model/Series:	IO-360-L2A
Registered Owner:	AEROVENTURES FLYING CLUB INC	Rated Power:	160 Horsepower
Operator:	AEROVENTURES FLYING CLUB INC	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KLZU, 1061 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	10:46 Local	Direction from Accident Site:	345°
Lowest Cloud Condition:		Visibility	10 miles
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	9 knots / 18 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.39 inches Hg	Temperature/Dew Point:	0°C / 0°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Lawrenceville, GA (GMU)	Type of Flight Plan Filed:	None
Destination:	Lawrenceville, GA (LZU)	Type of Clearance:	VFR
Departure Time:	09:54 Local	Type of Airspace:	Class D

Airport Information

Airport:	GWINNETT COUNTY - BRISCOE FLD LZU	Runway Surface Type:	Asphalt
Airport Elevation:	1061 ft msl	Runway Surface Condition:	Dry
Runway Used:	25	IFR Approach:	None
Runway Length/Width:	6000 ft / 100 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	33.978076,-83.962377(est)

Administrative Information

Investigator In Charge (IIC):	Gunther, Todd
Additional Participating Persons:	Steven Newcomer, FAA / FSDO; Atlanta, GA
Original Publish Date:	August 20, 2021
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=102571

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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](#).