



# Aviation Investigation Final Report

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

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## 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

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

## Factual Information

### History of Flight

<b>Landing-landing roll</b>	Loss of control on ground (Defining event)
<b>Landing-landing roll</b>	Runway excursion

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	52, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	3-point
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>	Class 3 Without waivers/limitations	<b>Last FAA Medical Exam:</b>	August 20, 2020
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	November 23, 2020
<b>Flight Time:</b>	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

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N997MC
<b>Model/Series:</b>	172R	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	1997	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	17280039
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	December 1, 2020 Annual	<b>Certified Max Gross Wt.:</b>	2450 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	1615 Hrs at time of accident	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	C91A installed, not activated	<b>Engine Model/Series:</b>	IO-360-L2A
<b>Registered Owner:</b>	AEROVENTURES FLYING CLUB INC	<b>Rated Power:</b>	160 Horsepower
<b>Operator:</b>	AEROVENTURES FLYING CLUB 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>	KLZU,1061 ft msl	<b>Distance from Accident Site:</b>	0 Nautical Miles
<b>Observation Time:</b>	10:46 Local	<b>Direction from Accident Site:</b>	345°
<b>Lowest Cloud Condition:</b>		<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>		<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	9 knots / 18 knots	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>		<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30.39 inches Hg	<b>Temperature/Dew Point:</b>	0°C / 0°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Lawrenceville, GA (GMU)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Lawrenceville, GA (LZU)	<b>Type of Clearance:</b>	VFR
<b>Departure Time:</b>	09:54 Local	<b>Type of Airspace:</b>	Class D

## Airport Information

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

## Wreckage and Impact Information

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

## Administrative Information

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