



AVIATION



HIGHWAY



MARINE



RAILROAD



PIPELINE

# Aviation Investigation Final Report

<b>Location:</b>	Gulf Shores, Alabama	<b>Accident Number:</b>	ERA21LA216
<b>Date &amp; Time:</b>	May 13, 2021, 17:50 Local	<b>Registration:</b>	N5170K
<b>Aircraft:</b>	Cessna 172	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Loss of control in flight	<b>Injuries:</b>	3 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Instructional		

## Analysis

The flight instructor and student pilot were approaching the runway for landing. The flight instructor described that during the landing flare, the airplane drifted to the left of the runway centerline, and as the student attempted to apply corrective control inputs, the flight instructor told the student to abort the landing. After the student hesitated, the flight instructor took control of the airplane while it was "...in a nose high attitude, slow and banked left." The flight instructor increased engine power to full, retracted the flaps to 20 degrees, but noted that the airplane was slow and struggling to climb. The flight instructor then lost directional control of the airplane and elected to continue straight ahead and land. The airplane came to rest in a grassy area off the left side of the runway and the fuselage and wings were substantially damaged. The flight instructor stated that there were no mechanical malfunctions or failures of the airplane that would have precluded normal operation.

## Probable Cause and Findings

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

The flight instructor's delayed remedial action, which resulted in a loss of control during an attempted go-around.

## Findings

<b>Personnel issues</b>	Delayed action - Instructor/check pilot
<b>Aircraft</b>	Directional control - Not attained/maintained
<b>Personnel issues</b>	Aircraft control - Instructor/check pilot

## Factual Information

### History of Flight

<b>Approach-VFR go-around</b>	Loss of control in flight (Defining event)
<b>Landing-flare/touchdown</b>	Abnormal runway contact

### Flight instructor Information

<b>Certificate:</b>	Commercial; Flight instructor	<b>Age:</b>	25, Male
<b>Airplane Rating(s):</b>	Single-engine land; Single-engine sea	<b>Seat Occupied:</b>	Right
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	3-point
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	Airplane multi-engine; Airplane single-engine; Instrument airplane	<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>	Class 1 Without waivers/limitations	<b>Last FAA Medical Exam:</b>	March 15, 2019
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	February 21, 2021
<b>Flight Time:</b>	1244 hours (Total, all aircraft), 604 hours (Total, this make and model), 1207 hours (Pilot In Command, all aircraft), 230 hours (Last 90 days, all aircraft), 45 hours (Last 30 days, all aircraft)		

### Student pilot Information

<b>Certificate:</b>	None	<b>Age:</b>	23, Male
<b>Airplane Rating(s):</b>	None	<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>	Yes
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>	None	<b>Last FAA Medical Exam:</b>	
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	3 hours (Total, all aircraft), 3 hours (Total, this make and model)		

## Passenger Information

<b>Certificate:</b>		<b>Age:</b>	Male
<b>Airplane Rating(s):</b>		<b>Seat Occupied:</b>	Rear
<b>Other Aircraft Rating(s):</b>		<b>Restraint Used:</b>	Lap only
<b>Instrument Rating(s):</b>		<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>		<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>		<b>Last FAA Medical Exam:</b>	
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>			

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N5170K
<b>Model/Series:</b>	172 N	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	1980	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal; Utility	<b>Serial Number:</b>	17273997
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	April 8, 2021 100 hour	<b>Certified Max Gross Wt.:</b>	2550 lbs
<b>Time Since Last Inspection:</b>	53 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	C126 installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	O-360-A4M
<b>Registered Owner:</b>	SKYWARRIOR FLIGHT TRAINING INC	<b>Rated Power:</b>	180 Horsepower
<b>Operator:</b>	SKYWARRIOR FLIGHT TRAINING INC	<b>Operating Certificate(s) Held:</b>	Pilot school (141)

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	KJKA, 16 ft msl	<b>Distance from Accident Site:</b>	0 Nautical Miles
<b>Observation Time:</b>	17:55 Local	<b>Direction from Accident Site:</b>	92°
<b>Lowest Cloud Condition:</b>		<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	Broken / 3800 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	3 knots / None	<b>Turbulence Type Forecast/Actual:</b>	None / None
<b>Wind Direction:</b>	20°	<b>Turbulence Severity Forecast/Actual:</b>	N/A / N/A
<b>Altimeter Setting:</b>	30.14 inches Hg	<b>Temperature/Dew Point:</b>	23°C / 14°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Fairhope, AL (CQF)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Gulf Shores, AL	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	16:50 Local	<b>Type of Airspace:</b>	

## Airport Information

<b>Airport:</b>	JACK EDWARDS NTL JKA	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	17 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	09/27	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	6962 ft / 100 ft	<b>VFR Approach/Landing:</b>	Touch and go; Traffic pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	2 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>		<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	3 None	<b>Latitude, Longitude:</b>	30.291095, -87.675045(est)

## Administrative Information

**Investigator In Charge (IIC):** Monville, Timothy

**Additional Participating Persons:** Kevin Atkins; FAA/FSDO; Birmingham, AL

**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=103085>

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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](#).