



Aviation Investigation Final Report

Location:	Hernando, Florida	Accident Number:	ERA24LA270
Date & Time:	June 20, 2024, 16:00 Local	Registration:	N72CM
Aircraft:	Cessna 172	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 attempting to land and noted that the airplane seemed to be flying “fast.” She described that while she believed that the wind conditions were favoring the runway selected for landing, she also noted that a gusting crosswind was present. During the landing, when she reached to adjust the flap setting, she inadvertently increased the throttle. She responded by applying braking, but the airplane ultimately departed the end of the runway and impacted trees. The airplane sustained substantial damage to both wings and the fuselage. The pilot reported that there were no preimpact mechanical malfunctions or failures with the airplane that would have precluded normal operation, and that instead of landing at the accident airport, she should have diverted to an airport with a longer runway that was more oriented into the wind.

Probable Cause and Findings

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

The pilot’s inadvertent throttle input during landing which resulted in a runway overrun.

Findings

Personnel issues

Aircraft control - Pilot

Factual Information

History of Flight

Landing-landing roll	Loss of control on ground (Defining event)
Landing-landing roll	Runway excursion
Landing-landing roll	Collision with terr/obj (non-CFIT)

Pilot Information

Certificate:	Private	Age:	73,Female
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	4-point
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	BasicMed With waivers/limitations	Last FAA Medical Exam:	July 12, 2016
Occupational Pilot:	No	Last Flight Review or Equivalent:	January 22, 2024
Flight Time:	(Estimated) 2218 hours (Total, all aircraft), 12 hours (Total, this make and model), 1945 hours (Pilot In Command, all aircraft), 10 hours (Last 90 days, all aircraft), 6 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N72CM
Model/Series:	172 M	Aircraft Category:	Airplane
Year of Manufacture:	1975	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	17266517
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	April 20, 2024 Annual	Certified Max Gross Wt.:	2300 lbs
Time Since Last Inspection:	7 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	4278.7 Hrs at time of accident	Engine Manufacturer:	LYCOMING
ELT:	C91 installed, not activated	Engine Model/Series:	O-320-E2D
Registered Owner:	On file	Rated Power:	150 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:	INF,50 ft msl	Distance from Accident Site:	10 Nautical Miles
Observation Time:	15:55 Local	Direction from Accident Site:	167°
Lowest Cloud Condition:	Scattered / 5000 ft AGL	Visibility	7 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	11 knots / 17 knots	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	90°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	30.12 inches Hg	Temperature/Dew Point:	32°C / 22°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Brooksville, FL (BKV)	Type of Flight Plan Filed:	None
Destination:	Hernando, FL	Type of Clearance:	None
Departure Time:	15:30 Local	Type of Airspace:	Class G

Airport Information

Airport:	TWELVE OAKS Airport 5FL7	Runway Surface Type:	Grass/turf
Airport Elevation:	50 ft msl	Runway Surface Condition:	Dry;Rough;Vegetation
Runway Used:	22	IFR Approach:	None
Runway Length/Width:	2600 ft / 100 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	28.975349,-82.367336(est)

Administrative Information

Investigator In Charge (IIC):	Gunther, Todd
Additional Participating Persons:	Wayne Browning; FAA/FSDO; Tampa, FL
Original Publish Date:	November 22, 2024
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=194513

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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](#).