



Aviation Investigation Final Report

Location:	Gig Harbor, Washington	Accident Number:	WPR25LA061
Date & Time:	December 13, 2024, 12:09 Local	Registration:	N6750H
Aircraft:	Cessna 172M	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

The student pilot reported that he had been performing touch-and-goes and had landed left of the runway centerline. When he advanced the throttle, the aircraft “immediately pulled hard left due to its left-turning tendency,” and exited the left side of the runway. The student pilot attempted to continue the takeoff in an effort to overfly a sign, however the airplane’s landing gear impacted the top of the sign. The airplane then settled back onto terrain next to the runway, and the nose gear collapsed. As a result, the airplane sustained substantial damage to the forward fuselage. At the time of the accident, the pilot was taking off on runway 17 with wind 060° at 4 knots.

The student pilot reported that there were no preaccident mechanical failures or malfunctions with 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 student pilot’s failure to maintain directional control during a touch-and-go.

Findings

Personnel issues	Aircraft control - Student/instructed pilot
Aircraft	Directional control - Not attained/maintained

Factual Information

History of Flight

Landing	Loss of control on ground (Defining event)
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Student pilot Information

Certificate:	Student	Age:	27,Male
Airplane Rating(s):	None	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:	September 16, 2024
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	32 hours (Total, all aircraft), 11 hours (Total, this make and model), 6 hours (Last 90 days, all aircraft), 2 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N6750H
Model/Series:	172M	Aircraft Category:	Airplane
Year of Manufacture:	1975	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	17265566
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	October 10, 2024 100 hour	Certified Max Gross Wt.:	2300 lbs
Time Since Last Inspection:		Engines:	1
Airframe Total Time:	16498.1 Hrs at time of accident	Engine Manufacturer:	
ELT:	C91 installed, activated, did not aid in locating accident	Engine Model/Series:	
Registered Owner:	PICKETT MICHAEL R	Rated Power:	
Operator:	PICKETT MICHAEL R	Operating Certificate(s) Held:	None
Operator Does Business As:	Pavco Flight Center	Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KTIW, 290 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	12:16 Local	Direction from Accident Site:	88°
Lowest Cloud Condition:		Visibility	8 miles
Lowest Ceiling:	Broken / 4600 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	4 knots / None	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	60°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	29.68 inches Hg	Temperature/Dew Point:	8°C / 6°C
Precipitation and Obscuration:	Light - None - Rain		
Departure Point:	Gig Harbor, WA (TIW)	Type of Flight Plan Filed:	None
Destination:	Gig Harbor, WA (TIW)	Type of Clearance:	VFR
Departure Time:	11:50 Local	Type of Airspace:	Class D

Airport Information

Airport:	Tacoma Narrows Airport TIW	Runway Surface Type:	Asphalt
Airport Elevation:	294 ft msl	Runway Surface Condition:	Wet
Runway Used:	17	IFR Approach:	None
Runway Length/Width:	5002 ft / 100 ft	VFR Approach/Landing:	Touch and go;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	47.267944,-122.57811

Administrative Information

Investigator In Charge (IIC):	Whitaker, Kathryn
Additional Participating Persons:	Kevin Beardsley; Federal Aviation Administration; Seattle, WA
Original Publish Date:	April 22, 2025
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=199428

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](#).