



Aviation Investigation Final Report

Location:	HAGERSTOWN, Maryland	Accident Number:	NYC01LA038
Date & Time:	November 17, 2000, 09:58 Local	Registration:	N79054
Aircraft:	Cessna 172K	Aircraft Damage:	Substantial
Defining Event:		Injuries:	4 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

During the takeoff roll, the pilot realized the control wheel lock was still connected to the control wheel and he attempted to remove it with both hands. The airplane then rotated on its own, climbed to about 20 feet and 'crashed straight down' onto the runway. The landing gear nose tire burst, the nose landing gear collapsed, and the airplane proceeded off the departure end of the runway. According to the airplane's operating handbook, the second item on the PREFLIGHT INSPECTION checklist is to remove the control wheel lock. Additionally, the third item on the BEFORE TAKEOFF checklist requires that the flight controls are 'free and correct.' The pilot stated that he did not perform a run-up inspection on the airplane.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to remove the gust lock from the control column before takeoff, and his failure to abort the takeoff.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (C) REMOVAL OF CONTROL/GUST LOCK(S) - NOT REMOVED - PILOT IN COMMAND
2. (C) ABORTED TAKEOFF - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

On November 17, 2000, at 0958 Eastern Standard Time, a Cessna 172K, N79054, was substantially damaged during takeoff at the Hagerstown Airport (HGR), Hagerstown, Maryland. The certificated private pilot and three passengers were not injured. Visual meteorological conditions prevailed and no flight plan was filed for the personal local flight conducted under 14 CFR Part 91.

According to the pilot, the purpose of the flight was to introduce several passengers to the Young Eagles Program. He performed a pre-flight inspection, and explained to the passengers the function of each component as he checked it. He then taxied the airplane to Runway 27 and applied full power for takeoff. The trim tab was set in the "up" position, and the airplane rotated on its own at the end of the takeoff roll. The pilot received "no elevator response" from the airplane during the climb, and then noticed the control wheel lock was still connected to the control yoke. The airplane then "crashed back down on the runway," the nose landing gear tire "blew," the nose gear collapsed, and the airplane slid to a stop on its nose.

The pilot stated that he did not perform a run-up inspection because he had just flown in from another airport, and intended to immediately depart again.

According to the passenger seated in the right front seat, the pilot taxied to the runway and applied full throttle for takeoff. During the takeoff roll, the pilot attempted to remove a pin from the control wheel with one hand. About halfway down the length of the runway, the pilot used both hands to attempt to remove the pin, as the airplane lifted off the ground. The airplane climbed to about 20 feet and "crashed straight down" onto the runway.

Examination of the airplane by a Federal Aviation Administration (FAA) inspector revealed the burst nose landing gear tire, and damage to the airplane's propeller, firewall, and belly.

According to the Cessna 152 Pilot's Operating Handbook, the second item on the PREFLIGHT INSPECTION checklist is to remove the control wheel lock. Additionally, the second item on the BEFORE TAKEOFF checklist is to "check for free and correct movement" of the flight controls.

Pilot Information

Certificate:	Private	Age:	66, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	February 21, 2000
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	1043 hours (Total, all aircraft), 887 hours (Total, this make and model), 996 hours (Pilot In Command, all aircraft), 24 hours (Last 90 days, all aircraft), 7 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N79054
Model/Series:	172K 172K	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	17257846
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	October 4, 2000 Annual	Certified Max Gross Wt.:	2300 lbs
Time Since Last Inspection:	11 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	6700 Hrs	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	O-320
Registered Owner:	DONALD MYERS	Rated Power:	150 Horsepower
Operator:		Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	HGR ,703 ft msl	Distance from Accident Site:	
Observation Time:	09:53 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	11 knots / None	Turbulence Type Forecast/Actual:	/
Wind Direction:	280°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	8°C / 3°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(HGR)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	09:58 Local	Type of Airspace:	Class D

Airport Information

Airport:	HAGERSTOWN REGIONAL HGR	Runway Surface Type:	Asphalt
Airport Elevation:	703 ft msl	Runway Surface Condition:	Dry
Runway Used:	27	IFR Approach:	None
Runway Length/Width:	5461 ft / 150 ft	VFR Approach/Landing:	

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	3 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	4 None	Latitude, Longitude:	39.629661,-77.710334(est)

Administrative Information

Investigator In Charge (IIC):	Andrews, Jill
Additional Participating Persons:	KIM BARNETTE; BALTIMORE, MD
Original Publish Date:	July 17, 2001
Last Revision Date:	
Investigation Class:	Class
Note:	The NTSB traveled to the scene of this accident.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=50638

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](#).