



Aviation Investigation Final Report

Location:	Sarasota, Florida	Accident Number:	ATL01LA111
Date & Time:	September 14, 2001, 09:28 Local	Registration:	N19SC
Aircraft:	Cessna 172N	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

After landing on runway 32 and taxiing clear of the runway, the airplane nosed over inverted during gusty, high winds. The airplane was positioned on a taxiway oriented 040 degrees magnetic when the event occurred. Winds were reported from 320 degrees magnetic at 34 knots gusting to 46 knots at 0932. The maximum demonstrated crosswind velocity for the airplane, according to its Information Manual, is 15 knots. Examination of the airplane revealed damage to the propeller, wings, and wing struts.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's improper in-flight decision to land at an airport with high wind conditions, which resulted in a loss of control on the ground during taxi operations and subsequent nose over of the airplane.

Findings

Occurrence #1: ON GROUND/WATER ENCOUNTER WITH WEATHER
Phase of Operation: TAXI - FROM LANDING

Findings

1. (F) WEATHER CONDITION - HIGH WIND
2. (C) IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND

Occurrence #2: LOSS OF CONTROL - ON GROUND/WATER

Phase of Operation: TAXI - FROM LANDING

Occurrence #3: NOSE OVER

Phase of Operation: TAXI - FROM LANDING

Factual Information

On September 14, 2001, at 0928 eastern daylight time, a Cessna 172N, N19SC, registered to Air East Services LLC and operated by the commercial pilot, nosed over inverted while taxiing from landing at the Sarasota-Bradenton International Airport in Sarasota, Florida. The personal flight was operated under the provisions of Title 14 CFR Part 91 with an IFR flight plan filed. Instrument meteorological conditions prevailed at the time of the accident. The pilot was not injured, and the airplane sustained substantial damage. The flight originated at the Dekalb-Peachtree Airport in Atlanta, Georgia, at 0630.

The pilot completed an ILS approach to runway 32 with a normal touchdown and landing roll. While taxiing clear of the runway, a gust of wind was encountered and the airplane flipped inverted. According to a diagram provided by the pilot, the airplane was positioned on a taxiway oriented 040 degrees magnetic when the event occurred. The pilot reported obtaining an outlook briefing from a flight service station the night before departing, obtaining a standard briefing via computer the morning of the departure, and the ATIS information for the Sarasota-Bradenton International Airport prior to arrival. A review of recorded weather observation data at Sarasota-Bradenton International Airport revealed winds were reported from 320 degrees magnetic at 34 knots gusting to 46 knots at 0932. A review of the Information Manual for the Cessna 172 revealed the maximum demonstrated crosswind velocity for the airplane is 15 knots.

Examination of the airplane revealed damage to the propeller, wings, and wing struts.

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	57,Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane single-engine; Instrument airplane	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	December 15, 2000
Occupational Pilot:	No	Last Flight Review or Equivalent:	June 18, 2001
Flight Time:	3323 hours (Total, all aircraft), 3000 hours (Total, this make and model), 3102 hours (Pilot In Command, all aircraft), 75 hours (Last 90 days, all aircraft), 29 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N19SC
Model/Series:	172N	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	172 73550
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	June 29, 2001 Annual	Certified Max Gross Wt.:	2550 lbs
Time Since Last Inspection:	62 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	4960 Hrs at time of accident	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	O-360-A4M
Registered Owner:	Air East Services LLC	Rated Power:	180 Horsepower
Operator:		Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument (IMC)	Condition of Light:	Day
Observation Facility, Elevation:	SRQ,28 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	09:32 Local	Direction from Accident Site:	0°
Lowest Cloud Condition:	Unknown	Visibility	1 miles
Lowest Ceiling:	Broken / 1100 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	34 knots / 46 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	320°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.29 inches Hg	Temperature/Dew Point:	21°C / 21°C
Precipitation and Obscuration:	N/A - None - Fog		
Departure Point:	Atlanta, GA (PDK)	Type of Flight Plan Filed:	IFR
Destination:	Sarasota, FL (SRQ)	Type of Clearance:	IFR
Departure Time:	05:45 Local	Type of Airspace:	Class C

Airport Information

Airport:	Sarasota-Bradenton SRQ	Runway Surface Type:	Asphalt
Airport Elevation:	28 ft msl	Runway Surface Condition:	Wet
Runway Used:	32	IFR Approach:	ILS
Runway Length/Width:	7003 ft / 150 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	27.309846,-82.520027(est)

Administrative Information

Investigator In Charge (IIC):	Wilson, Butch
Additional Participating Persons:	Dave Smith; Federal Aviation Administration; Tampa, FL
Original Publish Date:	August 28, 2002
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=53490

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