



Aviation Investigation Final Report

Location:	Idaho Falls, Idaho	Accident Number:	SEA03LA047
Date & Time:	March 17, 2003, 10:53 Local	Registration:	N64427
Aircraft:	Cessna 172M	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

The student pilot had taken off and was practicing touch and go landings on runway 20. The winds at the time and location of the accident were reported as 340 degrees magnetic at 17 knots with gusts to 21 knots. After executing a go around due to the wind conditions, he initiated another approach and encountered the same conditions with greater magnitude. He initiated another go around during which the aircraft drifted right, and as he pitched the nose up, the aircraft's left horizontal stabilizer impacted a runway light.

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 proper runway alignment (centerline tracking) during a go around maneuver resulting in the aircraft impacting a runway light. Contributing factors were the gusty/crosswind conditions and the light fixture.

Findings

Occurrence #1: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: GO-AROUND (VFR)

Findings

1. (F) WEATHER CONDITION - CROSSWIND
2. (C) PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND

3. (F) WEATHER CONDITION - GUSTS
4. (F) OBJECT - RUNWAY LIGHT

Factual Information

On March 17, 2003, at 1053 mountain standard time, a Cessna 172M, N64427, registered to/operated by Avcenter, Inc., and being flown by a student pilot, sustained substantial damage when the aircraft impacted a runway light on a go around at Fanning Field, Idaho Falls, Idaho. The pilot was uninjured. Visual meteorological conditions existed and no flight plan had been filed. The flight, which was instructional, was operated under 14 CFR 91 and originated at Fanning Field at 1040.

The student pilot, who was on his second solo flight, reported that he was conducting touch and go landings on runway 20 at Fanning Field, when he encountered left gusting crosswinds on the first approach while descending through about 150 feet above ground. He executed a go around and on his second approach encountered the same conditions with greater magnitude. The student reported that on this approach he was "...offset to the left & upon correcting went offset to the right and my heading was across the field. I gave the plane full power proceeded to clean up the plane and pitched up to do a flyover. As I pitched up the empennage went down enough to hit a runway light with the left stabilizer...." The student pilot continued climbing out, returned and landed successfully on runway 02.

Surface winds reported at Fanning Field at 1053 were from 340 degrees magnetic at 17 knots with gusts to 21 knots.

Pilot Information

Certificate:	Student	Age:	43,Male
Airplane Rating(s):	None	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 5, 2003
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	22 hours (Total, all aircraft), 22 hours (Total, this make and model), 1 hours (Pilot In Command, all aircraft), 22 hours (Last 90 days, all aircraft), 12 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N64427
Model/Series:	172M	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	17265219
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	January 9, 2003 100 hour	Certified Max Gross Wt.:	2300 lbs
Time Since Last Inspection:	77.3 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	6243.5 Hrs at time of accident	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	O-320-E2D
Registered Owner:	Avcenter, Inc.	Rated Power:	150 Horsepower
Operator:		Operating Certificate(s) Held:	On-demand air taxi (135)
Operator Does Business As:		Operator Designator Code:	GAYA

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	IDA,4740 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	10:53 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	17 knots / 21 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	340°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.68 inches Hg	Temperature/Dew Point:	4°C / -4°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Idaho Falls, ID (IDA)	Type of Flight Plan Filed:	None
Destination:	(IDA)	Type of Clearance:	Traffic advisory
Departure Time:	10:40 Local	Type of Airspace:	Class D

Airport Information

Airport:	Fanning Field IDA	Runway Surface Type:	Asphalt
Airport Elevation:	4740 ft msl	Runway Surface Condition:	Dry
Runway Used:	20	IFR Approach:	None
Runway Length/Width:	9001 ft / 150 ft	VFR Approach/Landing:	Go around

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:	43.508056,-112.07917

Administrative Information

Investigator In Charge (IIC):	McCreary, Steven
Additional Participating Persons:	Dale Ogden; FAA FSDO; Salt Lake City, UT
Original Publish Date:	November 25, 2003
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=56641

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