



Aviation Investigation Final Report

Location:	St. Petersburg, Florida	Accident Number:	ERA11CA132
Date & Time:	January 29, 2011, 10:45 Local	Registration:	N6013J
Aircraft:	Cessna 172S	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

According to the student pilot, he was on a solo flight practicing touch-and-go takeoffs and landings. On the third approach, as he turned the airplane onto the final leg of the traffic pattern, the tower air traffic controller requested that the pilot complete a full stop landing due to an increased number of aircraft in the airport area. The touchdown and roll out were normal. The pilot subsequently attempted to turn off of the runway onto a taxiway with the airplane traveling too fast. He applied the brakes, yet the airplane proceeded off the side of the taxiway and impacted a pole, resulting in substantial damage to the left wing and fuselage. During a postaccident examination of the wreckage, a Federal Aviation Administration inspector found no anomalies with the airplane that may have contributed to the accident.

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 while attempting to turn the airplane onto a taxiway after landing.

Findings

Aircraft	Surface speed/braking - Not attained/maintained
Personnel issues	Decision making/judgment - Pilot
Aircraft	Directional control - Not attained/maintained

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:	Student	Age:	46, 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 Without waivers/limitations	Last FAA Medical Exam:	January 7, 2010
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	32 hours (Total, all aircraft), 32 hours (Total, this make and model), 6 hours (Pilot In Command, all aircraft), 17 hours (Last 90 days, all aircraft), 2 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N6013J
Model/Series:	172S	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	172S10153
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	January 26, 2011 100 hour	Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	2462 Hrs as of last inspection	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	IO-360-L2A
Registered Owner:	BAY AIR FLYING SERVICE INC	Rated Power:	180 Horsepower
Operator:	BAY AIR FLYING SERVICE INC	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	SPG,7 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:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	260°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.2 inches Hg	Temperature/Dew Point:	19°C / 10°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	St. Petersburg, FL (SPG)	Type of Flight Plan Filed:	None
Destination:	St. Petersburg, FL (SPG)	Type of Clearance:	VFR
Departure Time:		Type of Airspace:	

Airport Information

Airport:	Albert Whitten Airport SPG	Runway Surface Type:	Asphalt
Airport Elevation:	7 ft msl	Runway Surface Condition:	Dry
Runway Used:	18	IFR Approach:	None
Runway Length/Width:	2864 ft / 150 ft	VFR Approach/Landing:	Full stop;Traffic pattern

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:	27.758888,-82.622779

Administrative Information

Investigator In Charge (IIC):	Rayner, Brian
Additional Participating Persons:	Michael Singleton; FAA/FSDO; Tampa, FL
Original Publish Date:	June 8, 2011
Last Revision Date:	
Investigation Class:	Class
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=78267

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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](#).