



Aviation Investigation Final Report

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| Location: | Hobart, Indiana | Accident Number: | CEN17LA082 |
| Date & Time: | January 6, 2017, 13:05 Local | Registration: | N80374 |
| Aircraft: | Cessna 172M | Aircraft Damage: | Substantial |
| Defining Event: | Runway excursion | Injuries: | 1 Serious |
| Flight Conducted Under: | Part 91: General aviation - Personal | | |

Analysis

The pilot was landing to the south after his personal flight. He stated that, during the landing, the airplane's ground speed "picked up," and he thought he had a tailwind. The airport owner thought the airplane was traveling at a high speed on approach. The pilot stated that he chose to land, and, as the airplane touched down, it "skipped" off the runway. The airplane then crashed into a wooded area off the departure end of the runway, which resulted in substantial damage to the wings, engine, and fuselage. The pilot could not recall what happened between the time the airplane "skipped" off the runway and when emergency personnel arrived. The engine throttle and fuel/air mixture controls were found in the full forward position, and the carburetor heat knob was found in the ON position. The flaps were retracted. The airplane appeared to be partially configured for a go-around; however, the pilot should have aborted the landing when he realized the airplane was traveling too fast.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The pilot's failure to abort the landing when he recognized the airplane was traveling too fast, which resulted in impact with trees off the end of the runway.

Findings

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| Personnel issues | Decision making/judgment - Pilot |
| Environmental issues | Tree(s) - Contributed to outcome |

Factual Information

History of Flight

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| Landing-aborted after touchdown | Runway excursion (Defining event) |
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This report was modified on July 20, 2020. Please see the docket for this accident to view the original report.

On January 6, 2017, about 1305 central standard time, a Cessna 172M, N80374, was substantially damaged when it was involved in an accident at Hobart Sky Ranch Airport (3HO), Hobart, Indiana. The pilot received serious injuries. The airplane was operated as a Title 14 *Code of Federal Regulations* Part 91 personal flight.

The pilot told a law enforcement officer that he approached the runway to land from the north and when the landing gear contacted the runway the airplane "skipped" and overshot the runway. The airport owner saw the airplane approach the runway to land and noticed that the airplane was traveling at a high speed. As the airplane touched down it "skipped" off of the runway and then crashed into a wooded area off the departure end of the runway. The pilot could not recall what happened between the time the airplane "skipped" off the runway and when emergency personnel arrived.

According to the Federal Aviation Administration inspector who responded to the accident the pilot stated that the wind was from the west and he chose to land to the south. He stated that he noticed that his groundspeed "picked up" and he thought he had a tailwind. He elected to put the airplane on the runway and try to get it stopped.

The airplane came to rest about 150 ft beyond the departure end of the 3,125 ft. long runway in a thickly wooded area. Both wings, the engine, and the fuselage sustained substantial damage. The carburetor heat was "hot", the throttle and mixture were full forward, and the wing flaps were retracted. Chordwise scratches and leading-edge polishing were visible on one propeller blade. The condition of the second propeller blade was not documented. Scuff marks were present on each main landing gear. Tree limbs and brush were broken off about 3 ft above the ground along the path of travel from the runway to the wreckage.

Pilot Information

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| Certificate: | Private | Age: | 59,Male |
| Airplane Rating(s): | Single-engine land | Seat Occupied: | Unknown |
| Other Aircraft Rating(s): | None | Restraint Used: | Unknown |
| 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: | October 10, 2016 |
| Occupational Pilot: | UNK | Last Flight Review or Equivalent: | |
| Flight Time: | (Estimated) 170 hours (Total, all aircraft), 150 hours (Total, this make and model) | | |

Aircraft and Owner/Operator Information

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|--------------------------------------|--------------------------------|---------------------------------------|-----------------|
| Aircraft Make: | Cessna | Registration: | N80374 |
| Model/Series: | 172M M | Aircraft Category: | Airplane |
| Year of Manufacture: | 1976 | Amateur Built: | |
| Airworthiness Certificate: | Normal; Utility | Serial Number: | 17266557 |
| Landing Gear Type: | Tricycle | Seats: | |
| Date/Type of Last Inspection: | October 28, 2016 100 hour | Certified Max Gross Wt.: | 2299 lbs |
| Time Since Last Inspection: | | Engines: | 1 Reciprocating |
| Airframe Total Time: | 4968 Hrs as of last inspection | Engine Manufacturer: | LYCOMING |
| ELT: | | Engine Model/Series: | O-320 SERIES |
| Registered Owner: | On file | Rated Power: | 0 Horsepower |
| Operator: | On file | Operating Certificate(s) Held: | None |

Meteorological Information and Flight Plan

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| Conditions at Accident Site: | Visual (VMC) | Condition of Light: | Day |
| Observation Facility, Elevation: | | Distance from Accident Site: | 8 Nautical Miles |
| Observation Time: | 12:45 Local | Direction from Accident Site: | 300° |
| Lowest Cloud Condition: | | Visibility | 10 miles |
| Lowest Ceiling: | | Visibility (RVR): | |
| Wind Speed/Gusts: | 14 knots / | Turbulence Type Forecast/Actual: | / |
| Wind Direction: | 270° | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | 29.63 inches Hg | Temperature/Dew Point: | -12°C / -22°C |
| Precipitation and Obscuration: | | | |
| Departure Point: | | Type of Flight Plan Filed: | Unknown |
| Destination: | | Type of Clearance: | Unknown |
| Departure Time: | | Type of Airspace: | |

Airport Information

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| Airport: | Hobart Sky Ranch 3HO | Runway Surface Type: | Asphalt |
| Airport Elevation: | 644 ft msl | Runway Surface Condition: | Dry |
| Runway Used: | 18 | IFR Approach: | None |
| Runway Length/Width: | 3125 ft / 40 ft | VFR Approach/Landing: | Unknown |

Wreckage and Impact Information

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| Crew Injuries: | 1 Serious | Aircraft Damage: | Substantial |
| Passenger Injuries: | | Aircraft Fire: | None |
| Ground Injuries: | N/A | Aircraft Explosion: | None |
| Total Injuries: | 1 Serious | Latitude, Longitude: | 41.551666,-87.263885(est) |

Administrative Information

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| Investigator In Charge (IIC): | Liedler, Courtney |
| Additional Participating Persons: | Kris Kortokrax; FAA; Du Page, IL |
| Original Publish Date: | August 10, 2020 |
| Last Revision Date: | |
| Investigation Class: | Class |
| Note: | The NTSB did not travel to the scene of this accident. |
| Investigation Docket: | https://data.nts.gov/Docket?ProjectID=94643 |

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](#).