



Aviation Investigation Final Report

Location:	Orlando, Florida	Accident Number:	ERA24LA348
Date & Time:	August 16, 2024, 19:17 UTC	Registration:	N61859
Aircraft:	Cessna 172	Aircraft Damage:	Unknown
Defining Event:	Loss of control in flight	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

According to the flight instructor, the wind was gusting significantly during the practice short field landing with the student pilot. He described that the student pilot made a normal approach, but as they got over the runway and attempted to land and entered ground effect, the airplane ballooned and turned sideways, which was exacerbated by the winds. The student pilot added power but did not input sufficient rudder control to straighten the airplane's flight track. The airplane continued to float as the student increased engine power rapidly, then the student "froze" as the airplane began to turn further sideways over the grass. The flight instructor took control of the airplane, added full power, and attempted a go around but was unable to regain directional control and stop the descent. The airplane landed hard in a marshy area off the side of the runway, substantially damaging the wings and fuselage. The flight instructor reported that there were no preimpact mechanical malfunctions or failures of the airplane that would have precluded normal operation.

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 during while landing with a crosswind. Contributing was the instructors delayed remedial action.

Findings

Personnel issues	Aircraft control - Student/instructed pilot
Aircraft	Directional control - Not attained/maintained
Environmental issues	Crosswind - Response/compensation
Personnel issues	Delayed action - Instructor/check pilot

Factual Information

History of Flight

Landing	Loss of control in flight (Defining event)
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Flight instructor Information

Certificate:	Commercial; Flight instructor; Private	Age:	26,Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine; Instrument airplane	Toxicology Performed:	
Medical Certification:	Class 1 With waivers/limitations	Last FAA Medical Exam:	February 26, 2024
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	September 11, 2023
Flight Time:	800 hours (Total, all aircraft), 531 hours (Total, this make and model), 719 hours (Pilot In Command, all aircraft), 110 hours (Last 90 days, all aircraft), 38 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Student pilot Information

Certificate:	Student	Age:	32,Male
Airplane Rating(s):		Seat Occupied:	Left
Other Aircraft Rating(s):		Restraint Used:	3-point
Instrument Rating(s):		Second Pilot Present:	Yes
Instructor Rating(s):		Toxicology Performed:	
Medical Certification:	Class 1 With waivers/limitations	Last FAA Medical Exam:	September 19, 2023
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	85 hours (Total, all aircraft), 84 hours (Total, this make and model), 11 hours (Pilot In Command, all aircraft), 7 hours (Last 90 days, all aircraft), 6 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N61859
Model/Series:	172 M	Aircraft Category:	Airplane
Year of Manufacture:	1975	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	17264849
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	July 2, 2024 100 hour	Certified Max Gross Wt.:	2300 lbs
Time Since Last Inspection:	92 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	11504 Hrs as of last inspection	Engine Manufacturer:	LYCOMING
ELT:	C126 installed, activated, did not aid in locating accident	Engine Model/Series:	O-320-E2D
Registered Owner:	JPRG AVIATION INC	Rated Power:	150 Horsepower
Operator:	JPRG AVIATION INC	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	ORL,112 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	14:53 Local	Direction from Accident Site:	69°
Lowest Cloud Condition:	Scattered / 7500 ft AGL	Visibility	10 miles
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	9 knots / 17 knots	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	60°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	30.02 inches Hg	Temperature/Dew Point:	32°C / 19°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Orlando, FL	Type of Flight Plan Filed:	None
Destination:	Orlando, FL	Type of Clearance:	None
Departure Time:		Type of Airspace:	Class D

Airport Information

Airport:	EXEC ORL	Runway Surface Type:	Asphalt
Airport Elevation:	112 ft msl	Runway Surface Condition:	Dry
Runway Used:	7	IFR Approach:	None
Runway Length/Width:	6004 ft / 150 ft	VFR Approach/Landing:	Straight-in

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Unknown
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	28.544201,-81.335335

Administrative Information

Investigator In Charge (IIC):	Mccarter, Lawrence
Additional Participating Persons:	Mike Corrigan; FAA/FSDO; Orlando, FL
Original Publish Date:	September 27, 2024
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=194942

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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](#).