

N3179T Accident Statement

My student (Lawson Lowery) and I took off in Cessna Cardinal C177 (N3179T) on December 20th 2017 around 5:00 PM Eastern. We flew the airplane for a flight this morning with no issues. I personally did a thorough preflight inspection of the aircraft before attempting this flight. No abnormal issues were found during the preflight, run up or at any other point. All checks indicated completely normal operation. We did do one pattern run with a full stop landing and brief stop on the ramp before proceeding on our next flight. We were planning on a an instructional short cross country to Statesboro (TBR) in order to meet up with someone.

We took off on runway 21 out of 3J1 Ridgeland airport. Winds were pretty well calm. Lawson was doing the takeoff with my assistance at the controls. At some point during the take off roll, we both recall myself stating airspeed coming alive and airspeed alive. Airspeed was sufficient for rotation before Lawson initiated his rotation. We rotated with around 60-65 knots of airspeed and watched the airspeed climb during our ascent. The airplane began suddenly pulling hard to the left. At this point I became firm on the controls and was trying to discover what the issue was and bring the airplanes path back over the runway. I could not regain directional control to the right. I called for full control of the aircraft. I was mashing the rudder with as much force as I could to the right and did not notice any change in our slide to the left. We still had a positive airspeed at this time. While I did still have a positive airspeed, I tried lowering the nose down in order to pick up additional airspeed to see if that would help our situation. I noticed no change in our left turn. I used alerón in

order to bank and try to maintain clear of the hangars, this made it difficult to climb as we were in a bank, but it did delay our impact into the hangars. At some point during this excursion I began to try to prepare for a landing. I do recall verbally saying pull power a couple times (Lawson hadn't released the throttle) once I decided to abort and was landing the aircraft. My student did still have control of the power and seemed stuck, so I shut the aircraft down. We touched down on the grass still headed for the hangars. Even upon ground contact, we could not regain directional control. My goal was to get the airspeed as low as possible before we hit anything. You can see my skid marks where I landed. My left wing struck a hanger and forced the aircraft to pivot into another hanger before coming to a complete stop. The motion flung our stuff out as well as I had my upper half hanging out the side. I released my seatbelt and swung out and checked on my student. Both of us seemed fine with no injuries. I only sustained some minor soreness and a tear in my jeans. Lawson sustained to injuries as well

It seemed like the rudder was jammed and we could not achieve a proper turn back to the runway. We did end up hitting two hangars with no injuries sustained to myself or Lawson.


Darrell T Johnson, IV

From: LZ Enterprise LLC LZ [REDACTED]
Sent: Wednesday, December 20, 2017 7:27 PM
To: Baker, Cornelius J (FAA)
Subject: Re: Contact Info

Mr Baker,

We had just done a full stop landing. We back taxied the runway to the ramp. We did a mag check and set flaps to one notch. We then entered the 21 runway. Full power and rotation was at 70. After that I'm not sure what happened. We had no rudder control to stay the center line. DJ my instructor had the plane and impact happed so fast. Please let me know if this helps.

Thank you,
Lawson Lowrey
[REDACTED]

PLEASE NOTE "iPhone"AUTO CORRECT CAN MAKE MISTAKES

On Dec 20, 2017, at 4:01 PM, <Cornelius.J.Baker [REDACTED]> <Cornelius.J.Baker [REDACTED]> wrote:
Mr. Lowery,

When you can please send me a statement of the events leading up to the accident on December 19th.

Thanks,

Cornelius "Neil" Baker
Principal Maintenance Inspector
[REDACTED]
[REDACTED]
[REDACTED]