

1979 Cessna 172N
Cynthiana-Harrison County Airport/0I8
NTSB Accident # ERA21LA050
FAA Accident # ACE1721002
Observation Statement

NOTE: The information in this observation statement is preliminary, based upon observation and OPINION and is subject to change, and may contain errors.

NTSB Accident Number ERA21LA050 FAA Accident Number ACE1721002

CONTACTS:

INSPECTOR IN CHARGE:	Sean Smith [REDACTED]
ASSISTING INSPECTORS:	Tim Cuthbert [REDACTED] Doug Killingsworth [REDACTED]
NTSB:	Ralph Hicks [REDACTED]
PILOT / OWNER	(PIC) Mark J. Roszkowski [REDACTED] (Owner) Lexington Flying Club [REDACTED]
PASSENGERS:	Anthony L. Courtney [REDACTED] Randall G. Gregory [REDACTED]
LAW ENFORCEMENT:	Sheriff Shain Stephens [REDACTED]
WITNESS:	Glynden King [REDACTED]

Information Summary

Aircraft: N6203F, 1979 Cessna 172N, Serial Number: 17273164

Aircraft Total Time: 9940.6

Engine Time Since Overhaul: 980.2

Airworthiness Certificate: Standard/Normal, Utility - 9/5/1979

Registration: Valid/Renewal Application – 5/22/2020

Current Registration: Lexington Flying Club Inc.

Last Annual Inspection: 8/1/2020

ELT Status- Inspected IAW 14 CFR 91.207(d), new Battery, BS2173, installed 8/1/2020. Battery due replacement, 3/2022.

Part 91 Checks Altimeter 91.411- 2/21/2020

Part 91 Check 91.413- 6/10/2020

FLIGHT

According to the Pilot's statement, on November, 19, 2020, Pilot in Command (PIC) flew from Blue Grass Airport (LEX) to Georgetown-Scott County Regional Airport (27K) and picked up two passengers. Purpose of the flight was to practice night landings. After departing from 27K, aircraft and occupants then flew to Capital City Airport (FFT) for a night landing, then on to Cynthiana-Harrison County Airport (0I8) for another night landing. While on approach to 0I8, at approximately 1843 (EST), the aircraft impacted trees on approach end of runway 11. The aircraft broke apart into 2 (two) main sections. The occupants received minor injuries and there was no post-accident fire or damage to airport property. *(See N6230F Pilot Statement attached.)*

WEATHER:

METAR/SPECI from K27K

METAR K27K 200015Z AUTO 00000KT 10SM CLR 11/M01 A3033 RMK

AO1=

METAR K27K 192355Z AUTO 19007KT 10SM CLR 11/M01 A3031 RMK

AO1=

METAR K27K 192335Z AUTO 19007KT 10SM CLR 12/M01 A3031 RMK

AO1=

METAR K27K 192315Z AUTO 19008KT 10SM CLR 12/M01 A3031 RMK

AO1=

PILOT INFORMATION:

Federal Aviation Administration (FAA) records indicate that the pilot holds a Private Pilot Certificate, # [REDACTED] issued 9/10/2003.

Private Privilege(s): Airplane Single Engine Land (ASEL)
Instrument Airplane (INSTA)

Restrictions: Must have available glasses for near vision. Not Valid for any class after.

Limitations: None

MEDICAL: Third Class (Private)/08/18/2004

Basic Medical Date: 05/26/2019

Pilot MID # [REDACTED]

MEDICAL AND PATHOLOGICAL INFORMATION

At the time of the event, the PIC was operating under Basic Medical.

OVERVIEW/ WRECKAGE OBSERVATION:

Federal Aviation Administration Inspectors arrived on scene at approximately 1100 (EST), on November 20, 2020. Upon arrival, it was noticed the scene had been secured by local Sheriff and Fire Department. *(See Harrison County Dispatch Run attached.)* There was no evidence of fuel smell or spillage around aircraft. Briefed that an on-scene firefighter/first responder to the accident did turn the Fuel Selector to OFF. Also, that maintenance personnel who maintain the aircraft, had arrived shortly after the accident noticing the Ignition Switch was in RIGHT position, then turned to OFF and removed the key. Aircraft BAT and ALT switches found in OFF position. The aircraft was in two distinct pieces, or halves. The nose, cabin and wings sections (or forward half) rested on its two main landing gear legs and the point of break-up/sheering of the fuselage, from the empennage, with the nose pointed up. Both prop blades bent and rigid engine mount bent/buckled with firewall damage. The nose gear strut assembly was broken and pushed up into the engine compartment with the nose wheel assembly found approximately 35 feet away in the direction of intended flight. This forward section/half was situated with an approximate 290 degree heading (180 degrees from intended runway 11). The base of the empennage/tail section, or forward section of aft half, was also slightly under the nose of the aircraft, helping to hold the nose up position. The aft tail section rested on the ground by the left horizontal stabilizer/elevator positioned under the left wing.

Found initial impact into tree(s) with broken limbs nearby on ground, WNW of aircraft. Estimated distances via Theodolite, measured 275 feet from tree(s) impact to initial ground contact, 102 feet from ground contact to a ditch and 13 feet from ditch to prop. Heavy initial impact signatures from tree(s) noted on leading edge of left wing, just outboard of upper wing strut attach point. Ground scarring and other aircraft damage, from all points, indicated the aircraft cartwheeled to final resting spot.

Flight control yoke was found in a full aft/up, full right position. No elevator control continuity. Limited continuity of aileron control. Flap Lever was found in 0 Degree/Retracted position, but both flap assemblies were noted to be in 40 Degree/Extended position. Mixture knob was found in full rich/forward position, capable of full travel. Throttle knob was found full open/forward position, capable of 1 inch travel towards closed position. Fuel samples from both left and right wing fuel tanks and gascolator revealed clean, dry fuel from all points. Before disassembly of wings, a total 25 gallons of clean, dry fuel was removed from left and right wing fuel tanks. This quantity is consistent with what would be remaining from earlier flights. Once engine was up righted, turned prop through to ensure engine continuity, magneto firing and compression with no negative findings.

AIDS TO NAVIGATION

Pilot noted using ForeFlight in narrative/statement.

AIRCRAFT RECOVERY

The aircraft was recovered by AMF Recovery under the direction of the NTSB.

NTSB PARTICIPATION

The NTSB was not on scene.

NOTE: The information in this observation statement is preliminary, based upon observation and OPINION and is subject to change, and may contain errors.

**Sean B. Smith
Aviation Safety Inspector
Louisville Kentucky ACE-17**

[*Harrison County Dispatch Run.pdf*](#)

[*N6203F Pilot Statement.pdf*](#)