

National Transportation Safety Board

Office of Aviation Safety

Washington, DC 20594



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WRECKAGE EXAMINATION SUMMARY

February 1, 2024

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A. ACCIDENT

Location: Zephyrhills, FL
Date: 12/7/23
Time: 1248
<Enter HHMM coordinated universal time (UTC)>
Airplane: Cessna 172

B. WRECKAGE EXAMINATION SUMMARY

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C. SUMMARY

On December 7, 2023, about 1248 eastern standard time, a Cessna 172N, N906KS, was substantially damaged when it was involved in accident near Zephyrhills, Florida. The flight instructor and student pilot were seriously injured. The airplane was operated as a Title 14 Code of Federal Regulations Part 91 instructional flight.

According to the student pilot, he had about 11 hours of total flight experience. He stated they flew from Lakeland Linder International Airport (LAL), Lakeland, Florida to Zephyrhills Municipal Airport (ZPH), Zephyrhills, Florida to practice some touch and go landing on runway 5. He said that the flight instructor performed the first touch and go landing to make sure he knew how to land in a crosswind. He remembers making the second touch and go landing but cannot remember everything that happened during the third touch and go landing. He recalls waking up in the hospital.

Due to his injuries, the flight instructor was unable to provide an initial statement.

An airport security video showed the airplane during initial climb from the third touch and go landing, about 50 ft above ground level, before the left wing dipped down and it spun to the ground.

Examination of the wreckage by a Federal Aviation Administration inspector revealed that it came to rest on the left side of runway 5. The left wing and motor mounts sustained substantial damage.

D. DETAILS OF THE INVESTIGATION

1.0 Accident Site

N/A, not observed.

2.0 Airframe Examination

The airplane was first observed at the recovery company salvage yard. The wings were removed and the elevator was cut for transportation. Cable continuity was established by tracing through the separations that were consistent with overload or cuts made by recovery personnel. All primary flight controls moved smoothly by hand. The empennage was fractured by impact forces and connect to the cabin by cables and a couple rivets only. The instrument panel was fractured in several pieces and some instruments were missing from the panel.





3.0 Engine Examination

The engine was still attached to the motor mounts; however, two of the motor mount braces were fractured by impact forces. The oil filter was fractured off by impact forces. The top spark plugs were removed and the propeller was spun by hand. Thumb compression was established on all cylinders. Engine continuity was verified to the rear accessory case. Both magnetos produced spark on all leads when rotated by an electric drill. The carburetor was opened up for examination, it was clean and clear of debris. Six qts of oil was measured on the dip stick. The engine rotated smoothly and no anomalies noted with the engine that would have precluded normal operation.

Submitted by:

Daniel Boggs
Air Safety Investigator