



National Transportation Safety Board Aviation Accident Final Report

Location:	PRESCOTT, AZ	Accident Number:	LAX95LA124
Date & Time:	03/03/1995, 0840 MST	Registration:	N7369F
Aircraft:	CESSNA 172	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None

Flight Conducted Under: Part 91: General Aviation - Instructional

Analysis

THE STUDENT PILOT ELECTED TO INITIATE A GO-AROUND WHEN THE AIRCRAFT BEGAN DRIFTING TO THE RIGHT DURING LANDING. DURING THE ATTEMPTED GO-AROUND, THE AIRCRAFT STARTED TO GO TO THE LEFT AND THE PILOT STATED THE AIRCRAFT BECAME UNCONTROLLABLE. THE AIRCRAFT DRIFTED OFF THE RUNWAY AND COLLIDED WITH A DITCH. THE WINDS WERE REPORTED AS CALM. THE PILOT REPORTED NO MECHANICAL PROBLEMS.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: failure of the pilot to maintain directional control.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: LANDING - ABORTED

Findings

1. ABORTED LANDING - ATTEMPTED - PILOT IN COMMAND
2. (C) DIRECTIONAL CONTROL - NOT OBTAINED/MAINTAINED - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: LANDING - ABORTED

Findings

3. TERRAIN CONDITION - DITCH

Factual Information

On March 3, 1995, at 0840 hours mountain standard time, the pilot of a Cessna 172, N7369F, veered off runway 21R and nosed over at Prescott, Arizona, during a local instructional flight. Visual meteorological conditions prevailed at the time with the winds calm. The aircraft sustained substantial damage and the pilot was not injured.

The student pilot stated that on his approach the aircraft drifted to the right of the runway centerline. He made corrections, but the aircraft weather vaned to the left. He initiated a bailed landing procedure, but the aircraft continued to turn to the left and was uncontrollable. The aircraft departed off the side of the runway and collided with a ditch. The pilot reported no mechanical problems with the aircraft.

Pilot Information

Certificate:	Student	Age:	37, Male
Airplane Rating(s):	None	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	02/15/1995
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	36 hours (Total, all aircraft), 36 hours (Total, this make and model), 36 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N7369F
Model/Series:	172 172	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	17273258
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	02/13/1995, Continuous Airworthiness	Certified Max Gross Wt.:	2400 lbs
Time Since Last Inspection:	34 Hours	Engines:	1 Reciprocating
Airframe Total Time:	3438 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed	Engine Model/Series:	O-320-H2AD
Registered Owner:	NORTH-AIRE, INC.	Rated Power:	160 hp
Operator:	NORTH-AIRE, INC.	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	45 Miles
Lowest Ceiling:	Broken / 2000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	Calm /	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:			
Departure Point:	(PRC)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	0830 MST	Type of Airspace:	Class D

Airport Information

Airport:	ERNEST A LOVE (PRC)	Runway Surface Type:	Asphalt
Airport Elevation:	5042 ft	Runway Surface Condition:	Dry
Runway Used:	21R	IFR Approach:	None
Runway Length/Width:	4842 ft / 60 ft	VFR Approach/Landing:	Touch and Go; Traffic Pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	R G MUCHO	Report Date:	09/24/1995
Additional Participating Persons:	GEORGE DEMARTINI; SCOTTSDALE, AZ		
Publish Date:			
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).