



National Transportation Safety Board Aviation Accident Final Report

Location:	STANTON, KY	Accident Number:	BFO96LA028
Date & Time:	12/02/1995, 1000 EST	Registration:	N89188
Aircraft:	CESSNA 152	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None

Flight Conducted Under: Part 91: General Aviation - Instructional

Analysis

THE STUDENT PILOT STATED THAT HE WAS ATTEMPTING A SHORT FIELD TAKEOFF, WHEN HE LOST DIRECTIONAL CONTROL OF THE AIRPLANE AND RAN OFF THE LEFT SIDE OF THE RUNWAY INTO A SHALLOW DITCH. THE STUDENT PILOT INDICATED THAT THE ACCIDENT WAS THE RESULT OF HIS MISTAKE. HE REPORTED THAT HE HAD LESS THAN 17 HOURS OF TOTAL FLIGHT TIME, INCLUDING 3.2 HOURS AS PILOT-IN-COMMAND. THE ACCIDENT OCCURRED DURING A SOLO INSTRUCTIONAL FLIGHT.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: was the student pilot's failure to maintain directional control of the aircraft. The student pilot's lack of experience was a related factor.

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: TAKEOFF - ABORTED

Findings

1. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. (F) LACK OF EXPERIENCE - PILOT IN COMMAND

Occurrence #2: NOSE GEAR COLLAPSED
Phase of Operation: LANDING - ROLL

Findings

3. TERRAIN CONDITION - DITCH

Factual Information

On December 2, 1995, at about 1000 eastern standard time, a Cessna 152, N89188, piloted by a student pilot on a solo instructional flight, sustained substantial damage when it departed the runway and struck a ditch during an aborted short field takeoff attempt at Stanton County Airport, in Stanton, Kentucky. The student pilot, the sole occupant, reported no injuries. Visual meteorological conditions prevailed for the flight, no flight plan was filed. The flight operated under 14 CFR Part 91, and the accident occurred during an attempted takeoff.

The student pilot told the Federal Aviation Administration (FAA) inspector that he was practicing solo takeoffs and landings at Stanton, Kentucky. He stated that when he attempted his second takeoff (a short field takeoff), he lost directional control, and ran off the left side of the runway into a shallow ditch. The FAA inspector stated that the student pilot indicated that the accident was "...the result of his mistake..." The registered owner/operator's recommendation as to how the accident could have been prevented was: "More training." The student pilot reported that he had 16.5 hours of total flight time, including 3.2 hours as pilot-in-command. A postaccident inspection of the aircraft by a Federal Aviation Administration safety inspector revealed no preimpact mechanical anomalies.

Pilot Information

Certificate:	Student	Age:	29, 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--no waivers/lim.	Last FAA Medical Exam:	10/26/1995
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	16 hours (Total, all aircraft), 16 hours (Total, this make and model), 3 hours (Pilot In Command, all aircraft), 16 hours (Last 90 days, all aircraft), 15 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N89188
Model/Series:	152 152	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	15282666
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	11/27/1995, 100 Hour	Certified Max Gross Wt.:	1670 lbs
Time Since Last Inspection:	3 Hours	Engines:	1 Reciprocating
Airframe Total Time:	5521 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-235-L2C
Registered Owner:	KENTUCKY AIRMOTIVE, INC.	Rated Power:	112 hp
Operator:	KENTUCKY AIRMOTIVE, INC.	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	LEX, 980 ft msl	Distance from Accident Site:	40 Nautical Miles
Observation Time:	1150 EST	Direction from Accident Site:	105°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	10 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	200°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	13° C / 5° C
Precipitation and Obscuration:			
Departure Point:	(I50)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	0000	Type of Airspace:	Class G

Airport Information

Airport:	STANTON COUNTY AIRPORT (I50)	Runway Surface Type:	Asphalt
Airport Elevation:	651 ft	Runway Surface Condition:	Dry
Runway Used:	24	IFR Approach:	None
Runway Length/Width:	3000 ft / 70 ft	VFR Approach/Landing:	None

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):	JODI L REEVES	Report Date:	02/27/1996
Additional Participating Persons:	WILLIAM D SCOTT; CINCINNATI, OH		
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 pubinquiry@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.ntsbt.gov/pubdms/ .		

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