



National Transportation Safety Board Aviation Accident Data Summary

Location:	STANTON, KY	Accident Number:	BFO96LA028
Date & Time:	12/02/1995, 1000 EST	Registration:	N89188
Aircraft:	CESSNA 152	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

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

Pilot Information

Certificate:	Student	Age:	29
Airplane Rating(s):	None	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
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	Engines:	1 Reciprocating
Operator:	KENTUCKY AIRMOTIVE, INC.	Engine Manufacturer:	LYCOMING
Operating Certificate(s) Held:	None	Engine Model/Series:	O-235-L2C
Flight Conducted Under:	Part 91: General Aviation - Instructional		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	LEX, 980 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	None / 0 ft agl	Wind Speed/Gusts, Direction:	5 knots / , 200°
Temperature:	13° C	Visibility	10 Miles
Precipitation and Obscuration:			
Departure Point:	(I50)	Destination:	

Airport Information

Airport:	STANTON COUNTY AIRPORT (I50)	Runway Surface Type:	Asphalt
Runway Used:	24	Runway Surface Condition:	Dry
Runway Length/Width:	3000 ft / 70 ft		

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
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC):	JODI L REEVES	Adopted Date:	02/27/1996
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.