



National Transportation Safety Board Aviation Accident Final Report

Location:	Fredrick, MD	Accident Number:	IAD04CA009
Date & Time:	02/05/2004, 1615 EST	Registration:	N5165M
Aircraft:	Cessna 172R	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None

Flight Conducted Under: Part 91: General Aviation - Instructional

Analysis

Upon landing, the airplane veered to the left. The student pilot applied full right rudder, but could not maintain directional control, and the airplane subsequently impacted a snow bank along the left side of the runway. There was no evidence of mechanical malfunction. The flight was the student's pilot's first solo flight.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The student pilot's failure to maintain directional control during the landing. A factor was the snow bank.

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING - ROLL

Findings

2. (F) TERRAIN CONDITION - SNOWBANK

Factual Information

Student Pilot Information

Certificate:	Student	Age:	24, 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:	02/03/2004
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	23 hours (Total, all aircraft), 23 hours (Total, this make and model), 23 hours (Last 90 days, all aircraft), 11 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N5165M
Model/Series:	172R	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	17281092
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	12/31/2003, AAIP	Certified Max Gross Wt.:	2450 lbs
Time Since Last Inspection:	47.7 Hours	Engines:	1 Reciprocating
Airframe Total Time:	1126 Hours as of last inspection	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	IO-360-L2A
Registered Owner:	Air Elliott Inc.	Rated Power:	160 hp
Operator:	Fredrick Flight Center	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Dusk
Observation Facility, Elevation:	FDK, 303 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	1614 EST	Direction from Accident Site:	0°
Lowest Cloud Condition:	Scattered / 5500 ft agl	Visibility	10 Miles
Lowest Ceiling:	Broken / 6500 ft agl	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	40°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.56 inches Hg	Temperature/Dew Point:	-1° C / -7° C
Precipitation and Obscuration:			
Departure Point:	Fredrick, MD (FDK)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	EST	Type of Airspace:	Class G

Airport Information

Airport:	FREDERICK MUNI (FDK)	Runway Surface Type:	Asphalt
Airport Elevation:		Runway Surface Condition:	Dry
Runway Used:	05	IFR Approach:	None
Runway Length/Width:	5220 ft / 100 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:	39.417500, -77.374167

Administrative Information

Investigator In Charge (IIC):	Paul Cox	Report Date:	09/01/2004
Additional Participating Persons:	Bob Monaghan; FAA/FSDO; Baltimore, MD		
Publish Date:			
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
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.ntsb.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](#).