



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	Thomson, GA	<b>Accident Number:</b>	ATL06CA117
<b>Date &amp; Time:</b>	08/03/2006, 1155 EDT	<b>Registration:</b>	N124CK
<b>Aircraft:</b>	Cessna 172S	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None

**Flight Conducted Under:** Part 91: General Aviation - Instructional

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## Analysis

The student pilot stated that she was making a full stop landing with full flaps. The airplane touched down on the runway and veered to the left. The student pilot applied right rudder and lost directional control of the airplane. The airplane continued off the right side of the runway into the grass and collided with an embankment. The student pilot stated that she did not experience any mechanical problems with the airplane. Examination of the airplane after the accident revealed the engine firewall was bent.

## 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 roll resulting in an on-ground collision with an embankment.

## Findings

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

### Findings

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

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

### Findings

2. TERRAIN CONDITION - DROP-OFF/DESCENDING EMBANKMENT

## Factual Information

### Student Pilot Information

<b>Certificate:</b>	Student	<b>Age:</b>	38, Male
<b>Airplane Rating(s):</b>	None	<b>Seat Occupied:</b>	
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Without Waivers/Limitations	<b>Last FAA Medical Exam:</b>	05/01/2006
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	28 hours (Total, all aircraft), 28 hours (Total, this make and model), 2 hours (Pilot In Command, all aircraft), 28 hours (Last 90 days, all aircraft), 9 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N124CK
<b>Model/Series:</b>	172S	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	172S9808
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	08/01/2006, 100 Hour	<b>Certified Max Gross Wt.:</b>	2550 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	295 Hours at time of accident	<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	IO-360-L2A
<b>Registered Owner:</b>	Spirit Aircraft LLC	<b>Rated Power:</b>	180 hp
<b>Operator:</b>	Spirit Aircraft LLC	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	KHQU, 498 ft msl	Distance from Accident Site:	
Observation Time:	1140 EDT	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	3 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	240°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.04 inches Hg	Temperature/Dew Point:	34° C / 21° C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Thomson, GA (KHQU)	Type of Flight Plan Filed:	None
Destination:	(KHQU)	Type of Clearance:	None
Departure Time:	1000 EDT	Type of Airspace:	

## Airport Information

Airport:	Thomson-McDuffie Co Airport (KHQU)	Runway Surface Type:	Asphalt
Airport Elevation:	498 ft	Runway Surface Condition:	Dry
Runway Used:	28	IFR Approach:	None
Runway Length/Width:	5200 ft / 100 ft	VFR Approach/Landing:	Full Stop; 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:	33.529444, -82.513889

## Administrative Information

Investigator In Charge (IIC):	Carrol A Smith	Report Date:	12/28/2006
Additional Participating Persons:	Daniel Egy; College Park FSDO-11		
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 <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.ntsb.gov/pubdms/">http://dms.ntsb.gov/pubdms/</a> .		

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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](#).