



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	Prescott, AZ	<b>Accident Number:</b>	LAX07CA101
<b>Date &amp; Time:</b>	03/03/2007, 1630 MST	<b>Registration:</b>	N526ER
<b>Aircraft:</b>	CESSNA 172S	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 None

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

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## Analysis

The airplane veered off the runway and collided with a ditch. During the landing rollout, the airplane started to veer to the right of runway centerline. The CFI allowed the student, who had a total time of 3 hours, to attempt to correct the airplane's track back to runway centerline until it became evident that the student was not able to do so. The instructor then assumed control and tried to correct the ground track. The student kept his feet on the brakes in an attempt to help the instructor slow the airplane. The airplane departed off the right side of the runway, and continued for about 200 feet until it impacted a ditch. The CFI stated that the airplane and engine had no mechanical failures or malfunctions during the 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 during the landing rollout and the certified flight instructor's inadequate supervision.

## 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 - DUAL STUDENT
2. (C) SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
3. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND(CFI)

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

### Findings

4. TERRAIN CONDITION - DITCH

## Factual Information

### Flight Instructor Information

<b>Certificate:</b>	Flight Instructor; Commercial	<b>Age:</b>	22, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Right
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	Airplane Single-engine; Instrument Airplane	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1	<b>Last Medical Exam:</b>	09/01/2006
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	03/01/2005
<b>Flight Time:</b>	498 hours (Total, all aircraft), 400 hours (Total, this make and model), 437 hours (Pilot In Command, all aircraft), 43 hours (Last 90 days, all aircraft), 20 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

### Student Pilot Information

<b>Certificate:</b>	Student	<b>Age:</b>	18, Male
<b>Airplane Rating(s):</b>	None	<b>Seat Occupied:</b>	Left
<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>	Yes
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2	<b>Last Medical Exam:</b>	07/01/2006
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	03/01/2005
<b>Flight Time:</b>	3 hours (Total, all aircraft), 3 hours (Total, this make and model), 3 hours (Last 90 days, all aircraft), 2 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

Aircraft Manufacturer:	CESSNA	Registration:	N526ER
Model/Series:	172S	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal; Utility	Serial Number:	172S9110
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	02/01/2007, Continuous Airworthiness	Certified Max Gross Wt.:	2558 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	3596 Hours	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	IO-360-L2A
Registered Owner:	GE Aircraft, LLC	Rated Power:	180 hp
Operator:	EMBRY-RIDDLE AERONAUTICAL UNIVERSITY - PRESCOTT	Air Carrier Operating Certificate:	None

## Meteorological Information and Flight Plan

Observation Facility, Elevation:	PRC, 5045 ft msl	Observation Time:	1453 MST
Distance from Accident Site:		Condition of Light:	Day
Direction from Accident Site:		Conditions at Accident Site:	Visual Conditions
Lowest Cloud Condition:	Clear	Temperature/Dew Point:	9°C / -26°C
Lowest Ceiling:	None	Visibility	10 Miles
Wind Speed/Gusts, Direction:	5 knots, 30°	Visibility (RVR):	
Altimeter Setting:	30.29 inches Hg	Visibility (RVV):	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Prescott, AZ	Type of Flight Plan Filed:	Company VFR
Destination:	Prescott, AZ	Type of Clearance:	VFR
Departure Time:		Type of Airspace:	

## Airport Information

Airport:	ERNEST A. LOVE FIELD (PRC)	Runway Surface Type:	Asphalt
Airport Elevation:	5045 ft	Runway Surface Condition:	Dry
Runway Used:	03L	IFR Approach:	None
Runway Length/Width:	4846 ft / 60 ft	VFR Approach/Landing:	Full Stop; Traffic Pattern

## Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None		

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Patrick H Jones	<b>Adopted Date:</b>	05/29/2007
<b>Additional Participating Persons:</b>	Robert Wagner; Federal Aviation Administration; Scottsdale, AZ		
<b>Publish Date:</b>	06/09/2009		
<b>Note:</b>	This accident report documents the factual circumstances of this accident as described to the NTSB.		
<b>Investigation Docket:</b>	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.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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