



National Transportation Safety Board Aviation Accident Final Report

Location:	Tooele, UT	Accident Number:	WPR09CA275
Date & Time:	06/02/2009, 1000 MDT	Registration:	N5262Y
Aircraft:	CESSNA 172S	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Instructional		

Analysis

The student pilot entered downwind for the runway and performed a normal touch-and-go landing. On the second landing, the airplane bounced and the right wing lifted quickly. The student pilot applied right aileron and left rudder; the airplane landed back onto the runway on the right main landing gear and nosewheel. The pilot still had full left rudder in on the second touchdown and the airplane suddenly veered to the left and exited the runway. During the landing roll, the nosewheel dug into the soft ground and subsequently the airplane nosed over. The pilot stated that there were no preimpact mechanical malfunctions or failures with the airplane.

Probable Cause and Findings

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

Findings

Aircraft	Directional control - Not attained/maintained (Cause)
Personnel issues	Aircraft control - Pilot (Cause)

Factual Information

History of Flight

Landing-landing roll	Loss of control on ground (Defining event) Runway excursion Nose over/nose down
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Pilot Information

Certificate:	Student	Age:	27, Male
Airplane Rating(s):	None	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Without Waivers/Limitations	Last Medical Exam:	08/20/2008
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	50 hours (Total, all aircraft), 9 hours (Total, this make and model), 2 hours (Pilot In Command, all aircraft), 9 hours (Last 90 days, all aircraft), 9 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	CESSNA	Registration:	N5262Y
Model/Series:	172S	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal; Utility	Serial Number:	172S9176
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	05/08/2009, 100 Hour	Certified Max Gross Wt.:	2550 lbs
Time Since Last Inspection:	74 Hours	Engines:	1 Reciprocating
Airframe Total Time:	3633 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	IO-360-L2A
Registered Owner:	LEAD TURN AVIATION LLC	Rated Power:	180 hp
Operator:	CORNERSTONE AVIATION	Air Carrier Operating Certificate:	None

Meteorological Information and Flight Plan

Observation Facility, Elevation:	KSLC, 4227 ft msl	Observation Time:	0953 MDT
Distance from Accident Site:	20 Nautical Miles	Condition of Light:	Day
Direction from Accident Site:	210°	Conditions at Accident Site:	Visual Conditions
Lowest Cloud Condition:	Few / 8000 ft agl	Temperature/Dew Point:	16°C / 5°C
Lowest Ceiling:	Broken / 11000 ft agl	Visibility	10 Miles
Wind Speed/Gusts, Direction:	7 knots, 210°	Visibility (RVR):	
Altimeter Setting:		Visibility (RVV):	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Salt Lake City, UT (SLC)	Type of Flight Plan Filed:	None
Destination:	Salt Lake City, UT (SLC)	Type of Clearance:	None
Departure Time:	1500 MDT	Type of Airspace:	

Airport Information

Airport:	Bolinder Field-Tooele Valley (TVY)	Runway Surface Type:	Concrete
Airport Elevation:	4321 ft	Runway Surface Condition:	Dry
Runway Used:	17	IFR Approach:	None
Runway Length/Width:	6100 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		

Administrative Information

Investigator In Charge (IIC):	Van McKenny	Adopted Date:	08/13/2009
Additional Participating Persons:	Ty Bartausky; Federal Aviation Administration; Portland, OR		
Publish Date:	08/13/2009		
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
Investigation Docket:	http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=73946		

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.

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