



National Transportation Safety Board Aviation Accident Final Report

Location:	Benton, AR	Accident Number:	CEN09CA411
Date & Time:	07/01/2009, 2215 CDT	Registration:	N5238E
Aircraft:	CESSNA 172N	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The student pilot was performing landings during her first solo flight. After pushing in the throttle for takeoff after a touch and go landing, the airplane began to veer left. The student pilot attempted to correct, but was unable to regain control of the airplane prior to departing the left side of the runway. The airplane's firewall was damaged during the runway excursion.

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 takeoff.

Findings

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

Factual Information

History of Flight

Takeoff	Loss of control on ground (Defining event)
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Student Pilot Information

Certificate:	Student	Age:	52, Female
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 With Waivers/Limitations	Last Medical Exam:	03/06/2009
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	57 hours (Total, all aircraft), 57 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	CESSNA	Registration:	N5238E
Model/Series:	172N	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	17271789
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	08/14/2008, Annual	Certified Max Gross Wt.:	2300 lbs
Time Since Last Inspection:	68 Hours	Engines:	1 Reciprocating
Airframe Total Time:	6300 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-320 SERIES
Registered Owner:	AIRCRAFT SOLUTIONS LLC	Rated Power:	180 hp
Operator:	AIRCRAFT SOLUTIONS LLC	Air Carrier Operating Certificate:	None

Meteorological Information and Flight Plan

Observation Facility, Elevation:	KLIT, 262 ft msl	Observation Time:	1653 CDT
Distance from Accident Site:	15 Nautical Miles	Condition of Light:	Day
Direction from Accident Site:	55°	Conditions at Accident Site:	Visual Conditions
Lowest Cloud Condition:	Few / 15000 ft agl	Temperature/Dew Point:	32° C / 23° C
Lowest Ceiling:	Overcast / 25000 ft agl	Visibility	10 Miles
Wind Speed/Gusts, Direction:	5 knots, 200°	Visibility (RVR):	
Altimeter Setting:	29.88 inches Hg	Visibility (RVV):	
Precipitation and Obscuration:			
Departure Point:	Benton, AR (KSUZ)	Type of Flight Plan Filed:	None
Destination:	Benton, AR (KSUZ)	Type of Clearance:	None
Departure Time:	CDT	Type of Airspace:	

Airport Information

Airport:	Saline County Regional Airport (KSUZ)	Runway Surface Type:	Asphalt
Airport Elevation:	390 ft	Runway Surface Condition:	Dry
Runway Used:	02	IFR Approach:	None
Runway Length/Width:	5001 ft / 100 ft	VFR Approach/Landing:	Touch and Go

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):	William H Gamble	Adopted Date:	10/19/2009
Additional Participating Persons:	Bill R Kelly; FAA FSDO; Little Rock, AR		
Publish Date:	10/20/2009		
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=74200		

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.