



Aviation Investigation Factual Report

Location:	BLUE ASH, Ohio	Accident Number:	IAD96LA114
Date & Time:	July 14, 1996, 16:40 Local	Registration:	N6468Q
Aircraft:	Cessna 152	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Factual Information

HISTORY OF FLIGHT On July 14, 1996, at 1640 eastern standard time, a Cessna 152, N6468Q, impacted the ground left of the runway shortly after takeoff from Blue Ash Airport, in Cincinnati, Ohio. The student pilot, the sole occupant, received no injuries, and the airplane was substantially damaged. Visual meteorological conditions existed at the time of the accident, and no flight plan was filed. The local solo instructional flight was conducted under 14 CFR Part 91, and originated from the Blue Ash Airport, at approximately 1630.

The student pilot, who had a total of 31 flight hours, reported that he was practicing touch and go landings when the accident occurred. The student pilot stated that he was on his second touch and go landing when a gust of wind lifted the aircraft off runway 24 and set it onto the grass area to the left of the runway. The winds were reported from 190 degrees at 9 knots. The pilot stated that he tried to steer the aircraft against the wind change while stopping the aircraft. He stated that he was unable to do so before the aircraft dropped off the cleared grassy area into a rougher area with taller grass and debris. The pilot stated that as the aircraft stopped, it flipped over, nose first and came to rest upside down.

ADDITIONAL INFORMATION The Federal Aviation Administration Inspector on scene stated that the airplane's flight controls were checked for continuity and that no anomalies could be found associated with the engine.

Pilot Information

Certificate:	Student	Age:	30, Male
Airplane Rating(s):	None	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
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:	January 9, 1996
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	33 hours (Total, all aircraft), 33 hours (Total, this make and model), 9 hours (Pilot In Command, all aircraft), 15 hours (Last 90 days, all aircraft), 5 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N6468Q
Model/Series:	152 152	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Utility	Serial Number:	15285256
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	Annual	Certified Max Gross Wt.:	1675 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	O-235-N2C
Registered Owner:	CO OP AIRCRAFT SERVICE INC	Rated Power:	108 Horsepower
Operator:		Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	LUK ,484 ft msl	Distance from Accident Site:	10 Nautical Miles
Observation Time:	16:50 Local	Direction from Accident Site:	190°
Lowest Cloud Condition:	Unknown	Visibility	15 miles
Lowest Ceiling:	Broken / 10000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	9 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	190°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	29°C / 18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(ISZ)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	14:30 Local	Type of Airspace:	Class E

Airport Information

Airport:	BLUE ASH ISZ	Runway Surface Type:	Asphalt
Airport Elevation:	857 ft msl	Runway Surface Condition:	Dry
Runway Used:	24	IFR Approach:	None
Runway Length/Width:	3500 ft / 75 ft	VFR Approach/Landing:	Touch and go

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	39.239227,-84.350204(est)

Administrative Information

Investigator In Charge (IIC):	Cain, James
Additional Participating Persons:	CHRIS J COLLINS; CINCINNATI, OH
Report Date:	March 13, 1997
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=28081

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The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).