



Aviation Investigation Factual Report

Location:	Lebanon, Kentucky	Accident Number:	GAA19CA367
Date & Time:	June 15, 2019, 10:00 Local	Registration:	N75903
Aircraft:	Cessna 172	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	2 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Pilot Information

Certificate:	Private	Age:	58,Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Lap only
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	August 3, 2018
Occupational Pilot:	No	Last Flight Review or Equivalent:	January 20, 2018
Flight Time:	(Estimated) 292 hours (Total, all aircraft), 292 hours (Total, this make and model), 203 hours (Pilot In Command, all aircraft), 16 hours (Last 90 days, all aircraft), 5 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N75903
Model/Series:	172 N	Aircraft Category:	Airplane
Year of Manufacture:	1976	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	17268027
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	April 11, 2019 100 hour	Certified Max Gross Wt.:	2300 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	5956.8 Hrs at time of accident	Engine Manufacturer:	Lycoming
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-320-H2AD
Registered Owner:	Lexington Flying Club	Rated Power:	160 Horsepower
Operator:	Lexington Flying Club	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	612,871 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	14:10 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	10 knots / 18 knots	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	190°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	30.04 inches Hg	Temperature/Dew Point:	23°C / 14°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Georgetown, KY (27K)	Type of Flight Plan Filed:	None
Destination:	Lebanon, KY (612)	Type of Clearance:	VFR flight following
Departure Time:	09:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	LEBANON SPRINGFIELD-GEORGE HOE 612	Runway Surface Type:	Asphalt
Airport Elevation:	871 ft msl	Runway Surface Condition:	Dry
Runway Used:	11	IFR Approach:	None
Runway Length/Width:	5001 ft / 75 ft	VFR Approach/Landing:	Full stop;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Minor	Latitude, Longitude:	37.633609,-85.241943(est)

Administrative Information

Investigator In Charge (IIC):	Gutierrez, Eric
Additional Participating Persons:	Ronald Killingsworth; FAA; Louisville , KY
Report Date:	July 17, 2019
Last Revision Date:	
Investigation Class:	Class
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=99696

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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](#).