



Aviation Investigation Factual Report

Location:	Ogden, Utah	Accident Number:	WPR19CA072
Date & Time:	January 23, 2019, 17:25 Local	Registration:	N736TB
Aircraft:	Cessna R172	Aircraft Damage:	Substantial
Defining Event:	Runway excursion	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Student pilot Information

Certificate:	Student	Age:	19, Male
Airplane Rating(s):	None	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	None	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 1 With waivers/limitations	Last FAA Medical Exam:	August 15, 2018
Occupational Pilot:	No	Last Flight Review or Equivalent:	October 27, 2018
Flight Time:	23 hours (Total, all aircraft), 23 hours (Total, this make and model)		

Flight instructor Information

Certificate:	Commercial; Flight instructor	Age:	26, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane single-engine; Instrument airplane	Toxicology Performed:	No
Medical Certification:	Class 3 Without waivers/limitations	Last FAA Medical Exam:	June 15, 2017
Occupational Pilot:	No	Last Flight Review or Equivalent:	December 13, 2018
Flight Time:	275 hours (Total, all aircraft), 255 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N736TB
Model/Series:	R172 K	Aircraft Category:	Airplane
Year of Manufacture:	1977	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	R1722766
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	June 12, 2018 100 hour	Certified Max Gross Wt.:	2550 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	7082.6 Hrs at time of accident	Engine Manufacturer:	Continental
ELT:	C91 installed, activated, did not aid in locating accident	Engine Model/Series:	IO-360 SERIES
Registered Owner:	Whitesands Inc	Rated Power:	
Operator:	Axiom Aviation	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	OGD,4473 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	16:40 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	Overcast / 4600 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	None / None
Wind Direction:		Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	30.2 inches Hg	Temperature/Dew Point:	-2°C / -7°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Ogden, UT	Type of Flight Plan Filed:	None
Destination:	Ogden, UT	Type of Clearance:	None
Departure Time:		Type of Airspace:	

Airport Information

Airport:	Ogden-Hinckley Airport OGD	Runway Surface Type:	Asphalt
Airport Elevation:	4473 ft msl	Runway Surface Condition:	Dry
Runway Used:	17	IFR Approach:	None
Runway Length/Width:	5195 ft / 100 ft	VFR Approach/Landing:	Touch and go

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	41.190555,-112.007774(est)

Administrative Information

Investigator In Charge (IIC):	Link, Samantha
Additional Participating Persons:	Vahl Buchanan; Federal Aviation Administration; Salt Lake City, UT
Report Date:	January 22, 2020
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=98852

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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](#).