



# Aviation Investigation Final Report

---

<b>Location:</b>	Statesboro, Georgia	<b>Accident Number:</b>	ERA22LA022
<b>Date &amp; Time:</b>	October 9, 2021, 18:30 Local	<b>Registration:</b>	N8592B
<b>Aircraft:</b>	Cessna 172	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Runway excursion	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Instructional		

---

## Analysis

The student pilot was conducting a solo cross-country flight and was preparing to return to his home airport. After takeoff, he observed a storm cloud along his intended route of flight and elected to return to the airport to wait for it to pass. Prior to touching down, he observed an airplane on the opposing runway flying directly towards him. He veered to the right to avoid a collision and landed on the remaining runway, however, he stated that he panicked and failed to reduce power and apply sufficient braking. The airplane exited the runway, proceeded down an embankment and impacted an airport perimeter fence before it came to rest, which resulted in substantial damage to the left wing. The pilot reported that there were no mechanical malfunctions or failures reported that would have precluded normal operation.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The student pilot's failure reduce power and apply sufficient braking after landing, which resulted in a runway excursion and impact with objects and terrain.

## Findings

---

<b>Personnel issues</b>	Identification/recognition - Student/instructed pilot
<b>Aircraft</b>	Directional control - Not attained/maintained
<b>Environmental issues</b>	Aircraft - Contributed to outcome
<b>Aircraft</b>	Landing gear brakes system - Not used/operated

## Factual Information

### History of Flight

<b>Landing-landing roll</b>	Air traffic event
<b>Landing-landing roll</b>	Runway excursion (Defining event)

### Student pilot Information

<b>Certificate:</b>	Student	<b>Age:</b>	36, Male
<b>Airplane Rating(s):</b>	None	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	4-point
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>	Class 3 Without waivers/limitations	<b>Last FAA Medical Exam:</b>	August 27, 2021
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	24 hours (Total, all aircraft), 24 hours (Total, this make and model), 1 hours (Pilot In Command, all aircraft), 1 hours (Last 90 days, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N8592B
<b>Model/Series:</b>	172	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	1957	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	36292
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	September 27, 2021 100 hour	<b>Certified Max Gross Wt.:</b>	2200 lbs
<b>Time Since Last Inspection:</b>	23.8 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	5104.3 Hrs as of last inspection	<b>Engine Manufacturer:</b>	Continental
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	O-300-A
<b>Registered Owner:</b>	AERO DAVIS LLC	<b>Rated Power:</b>	145 Horsepower
<b>Operator:</b>	AERO DAVIS LLC	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	TBR,187 ft msl	<b>Distance from Accident Site:</b>	0 Nautical Miles
<b>Observation Time:</b>	18:35 Local	<b>Direction from Accident Site:</b>	349°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	3 knots /	<b>Turbulence Type Forecast/Actual:</b>	None / None
<b>Wind Direction:</b>	30°	<b>Turbulence Severity Forecast/Actual:</b>	N/A / N/A
<b>Altimeter Setting:</b>	29.95 inches Hg	<b>Temperature/Dew Point:</b>	24°C / 19°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Statesboro, GA	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Statesboro, GA	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>		<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	STATESBORO-BULLOCH COUNTY TBR	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	186 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	14/32	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	6000 ft / 100 ft	<b>VFR Approach/Landing:</b>	Traffic pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	32.48275,-81.736944(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Mccarter, Lawrence
<b>Additional Participating Persons:</b>	Mark Fayerman; FAA FSDO; Atlanta, GA
<b>Original Publish Date:</b>	May 25, 2022
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class 4</a>
<b>Note:</b>	The NTSB did not travel to the scene of this accident.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=104139">https://data.nts.gov/Docket?ProjectID=104139</a>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).