



Aviation Investigation Final Report

Location:	Monroe, Louisiana	Accident Number:	CEN24LA156
Date & Time:	April 12, 2024, 15:55 Local	Registration:	N9845L
Aircraft:	Cessna 172P	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

The student pilot stated that the airplane landed to the right of the runway centerline. As he steered the airplane back to the centerline the airplane veered hard left, so he applied right rudder pedal and overcorrected. The airplane exited the side of the runway and nosed over in a grassy area adjacent to the runway. The airplane’s wings and vertical stabilizer sustained substantial damage.

The pilot reported that there were no preaccident mechanical malfunctions or failures that would have precluded normal operation. He added that the accident could have been prevented with additional training in airplane directional control.

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 the landing roll.

Findings

Aircraft	Directional control - Not attained/maintained
Personnel issues	Aircraft control - Student/instructed pilot

Factual Information

History of Flight

Landing	Loss of control on ground (Defining event)
Landing-landing roll	Attempted remediation/recovery
Landing-landing roll	Runway excursion
Landing-landing roll	Nose over/nose down

Pilot Information

Certificate:	Student	Age:	38, Male
Airplane Rating(s):	None	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3 Unknown	Last FAA Medical Exam:	December 4, 2023
Occupational Pilot:	No	Last Flight Review or Equivalent:	March 25, 2024
Flight Time:	(Estimated) 47.5 hours (Total, all aircraft), 22.6 hours (Total, this make and model), 1.6 hours (Pilot In Command, all aircraft), 12.1 hours (Last 90 days, all aircraft), 3.4 hours (Last 30 days, all aircraft), 0.4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N9845L
Model/Series:	172P	Aircraft Category:	Airplane
Year of Manufacture:	1986	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	17276634
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	January 11, 2024 100 hour	Certified Max Gross Wt.:	2550 lbs
Time Since Last Inspection:	84 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	6472 Hrs as of last inspection	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	O-360-A4M
Registered Owner:	MCGEE DAVID	Rated Power:	180 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KMLU,73 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	15:53 Local	Direction from Accident Site:	24°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	320°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	30.22 inches Hg	Temperature/Dew Point:	26°C / 5°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Monroe, LA	Type of Flight Plan Filed:	None
Destination:	Monroe, LA	Type of Clearance:	VFR
Departure Time:		Type of Airspace:	Class D

Airport Information

Airport:	Monroe Regional Airport MLU	Runway Surface Type:	Asphalt
Airport Elevation:	79 ft msl	Runway Surface Condition:	Dry
Runway Used:	32	IFR Approach:	None
Runway Length/Width:	6301 ft / 150 ft	VFR Approach/Landing:	Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	32.507984,-92.034211(est)

Administrative Information

Investigator In Charge (IIC):	Galbraith, Damian
Additional Participating Persons:	Jared Jones; FAA; Baton Rouge, LA
Original Publish Date:	July 18, 2024
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=194085

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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](#).