



NTSB RECORD OF CONVERSATION

Kate Benhoff
Air Safety Investigator
General Aviation Accident Investigation Division, AS-20

Date: November 15, 2018
Person Contacted: Aastha Sharma (Student Pilot)
NTSB Accident Number: GAA19CA038

The above mentioned submitted the following statement via email:

I was flying a solo long cross country flight from KFFZ (Falcon Field Airport) to KAVQ (Marana Regional Airport) and then onward to E63 (Gila Bend Municipal Airport) and the back to KFFZ. This was my last solo flight before my PPL Check ride. I had already completed three solo flights before this one. I took off from KFFZ and after opening my flight plan, requested Phoenix Approach for Flight Following as well. Around 30NM from KAVQ, I tuned the ATIS frequency of KAVQ and realized that the winds at the time were 350/04 KTS. Therefore, I announced my intentions on the CTAF of making right traffic for Runway 30. I reiterated my intentions of right traffic for 30 when I was 15 NM away from KAVQ and also when I was 10 NM away from the field. As I announced that I was entering right downwind for Runway 30, there was another aircraft in the pattern and the pilot said he was using Runway 12. Accordingly, I had to do a 180 and make left traffic for Runway 12. I turned left base, and then final, descending to the Runway. My speed on final was around 66 knots. After touchdown, I applied the brakes and turned right to exit off of taxiway A3, just as I had done the previous day on my other solo cross country flight, but my speed was still high and I realized I couldn't make the taxiway so I tried to turn left back onto the Runway, but due to the momentum of the aircraft, it skidded off the runway and collided with the A3 taxiway sign. The aircraft came to a complete stop and then propeller stopped spinning. I contacted dispatch but there was no response. After that, I made multiple calls on the KAVQ CTAF of 123.0 and said that I needed assistance as I was off the runway. Moments later, an aircraft overflew Runway 12 and made calls to the FBO after seeing me and the aircraft off the runway. I noticed the venting pipes were leaking fuel, so I cut the mixture and turned off the battery as well. A little later, staff from the KAVQ FBO came over and asked me whether I was okay. And later on, they brought a truck and towed the plane to the FBO.

I was taken to the FBO and calmed down, where I called up dispatch and informed them of what had happened. The dispatch staff member then called the Chief Flight Instructor and informed him of my condition. The Chief Flight Instructor then called back on the FBO telephone number

and spoke to me. He asked me how I was doing and some other questions and then informed me that he would be coming along with a mechanic to inspect the plane and take me back in around two hours. He also asked me to drink a bit of water to stay hydrated.

He arrived at KAVQ later along with a mechanic and inspected the aircraft, clicked many pictures of it. And then we both went to the site of the accident where he asked me many more questions about how it happened and what had occurred and also clicked more pictures there as well. After that, I was taken back to KFFZ where I filed an Occurrence Report as per our policy.