



Aviation Investigation Final Report

Location:	Banning, California	Accident Number:	WPR22LA111
Date & Time:	February 26, 2022, 09:30 Local	Registration:	N9010H
Aircraft:	Cessna 172M	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	1 Minor
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

The solo student pilot of the airplane reported that, during the landing flare the airplane porpoised and veered left. He applied full engine power and attempted to go-around however, the airplane continued to veer left. Concerned the airplane would not become airborne, he aborted the go-around and applied brakes. The airplane exited the runway and impacted a parked vehicle and hanger. The airplane sustained substantial damage to both wings and fuselage. The student pilot reported that there were no preaccident mechanical failures or malfunctions with the airplane 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 solo student pilot's improper landing flare and bounced landing, which resulted in a runway excursion and impact with a parked vehicle and hanger.

Findings

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

Factual Information

History of Flight

Landing-landing roll	Loss of control on ground (Defining event)
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Student pilot Information

Certificate:	Student	Age:	35, 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:	
Medical Certification:	Class 3 Without waivers/limitations	Last FAA Medical Exam:	November 8, 2019
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	77.5 hours (Total, all aircraft), 45.5 hours (Total, this make and model), 11.6 hours (Pilot In Command, all aircraft), 35.4 hours (Last 90 days, all aircraft), 18.7 hours (Last 30 days, all aircraft), 2.8 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N9010H
Model/Series:	172M	Aircraft Category:	Airplane
Year of Manufacture:	1975	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	17265898
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	February 11, 2022 100 hour	Certified Max Gross Wt.:	2300 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	4498 Hrs as of last inspection	Engine Manufacturer:	Lycoming
ELT:	C91 installed, activated, aided in locating accident	Engine Model/Series:	O-320-E2D
Registered Owner:	FLEX AIR HOLDINGS INC	Rated Power:	150 Horsepower
Operator:	FLEX AIR HOLDINGS INC	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KPSP, 409 ft msl	Distance from Accident Site:	18 Nautical Miles
Observation Time:	09:53 Local	Direction from Accident Site:	109°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	9 knots / 15 knots	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	360°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	30.36 inches Hg	Temperature/Dew Point:	19°C / -16°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	San Diego, CA (KMYF)	Type of Flight Plan Filed:	None
Destination:	Banning, CA (KBNG)	Type of Clearance:	VFR
Departure Time:	08:30 Local	Type of Airspace:	Class G

Airport Information

Airport:	BANNING MUNI BNG	Runway Surface Type:	Asphalt
Airport Elevation:	2222 ft msl	Runway Surface Condition:	Dry
Runway Used:	26	IFR Approach:	None
Runway Length/Width:	4955 ft / 100 ft	VFR Approach/Landing:	Go around

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	33.922556,-116.85097(est)

Administrative Information

Investigator In Charge (IIC): Gutierrez, Eric

Additional Participating Persons: Jared Tapsfield; Federal Aviation Administration; Riverside, CA

Original Publish Date: June 22, 2022

Last Revision Date:

Investigation Class: [Class 4](#)

Note: The NTSB did not travel to the scene of this accident.

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=104705>

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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](#).