



# Aviation Investigation Final Report

|                                |                                      |                         |             |
|--------------------------------|--------------------------------------|-------------------------|-------------|
| <b>Location:</b>               | Galena, Idaho                        | <b>Accident Number:</b> | GAA17CA341  |
| <b>Date &amp; Time:</b>        | June 14, 2017, 11:00 Local           | <b>Registration:</b>    | N9912Q      |
| <b>Aircraft:</b>               | Cessna 172                           | <b>Aircraft Damage:</b> | Substantial |
| <b>Defining Event:</b>         | Abrupt maneuver                      | <b>Injuries:</b>        | 2 None      |
| <b>Flight Conducted Under:</b> | Part 91: General aviation - Personal |                         |             |

## Analysis

The pilot reported that he was attempting to perform a crosswind, soft-field takeoff from a dry, turf airstrip. He set the flaps to 10°, and the airplane was in a nose-high attitude until the stall warning horn sounded. He then relaxed pressure on the yoke until the stall warning horn stopped. Shortly after liftoff, the airplane entered a power-on stall, and the pilot lost airplane control, and the airplane then began to descend to the runway. The airplane subsequently departed the runway and impacted a barbed wire fence.

The airplane sustained substantial damage to the right wing strut.

The pilot reported that there were no preaccident mechanical malfunctions or failures 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 pilot's exceedance of the airplane's critical angle of attack, which resulted in a power-on stall and subsequent loss of airplane control.

## Findings

|                             |                                           |
|-----------------------------|-------------------------------------------|
| <b>Aircraft</b>             | Pitch control - Not attained/maintained   |
| <b>Personnel issues</b>     | Aircraft control - Pilot                  |
| <b>Environmental issues</b> | Fence/fence post - Contributed to outcome |

## Factual Information

### History of Flight

|                      |                                    |
|----------------------|------------------------------------|
| Takeoff              | Abrupt maneuver (Defining event)   |
| Takeoff              | Aerodynamic stall/spin             |
| Uncontrolled descent | Collision with terr/obj (non-CFIT) |
| After landing        | Runway excursion                   |

### Pilot Information

|                           |                                                                                                                                                                                                             |                                   |                   |
|---------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------|-------------------|
| Certificate:              | Private                                                                                                                                                                                                     | Age:                              | 65,Male           |
| Airplane Rating(s):       | Single-engine land                                                                                                                                                                                          | 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 3 With waivers/limitations                                                                                                                                                                            | Last FAA Medical Exam:            | December 16, 2016 |
| Occupational Pilot:       | No                                                                                                                                                                                                          | Last Flight Review or Equivalent: | May 24, 2017      |
| Flight Time:              | (Estimated) 369 hours (Total, all aircraft), 150 hours (Total, this make and model), 327 hours (Pilot In Command, all aircraft), 7 hours (Last 90 days, all aircraft), 3 hours (Last 30 days, all aircraft) |                                   |                   |

### Passenger Information

|                           |    |                                   |         |
|---------------------------|----|-----------------------------------|---------|
| Certificate:              |    | Age:                              | Male    |
| Airplane Rating(s):       |    | Seat Occupied:                    | Right   |
| Other Aircraft Rating(s): |    | Restraint Used:                   | 3-point |
| Instrument Rating(s):     |    | Second Pilot Present:             | Yes     |
| Instructor Rating(s):     |    | Toxicology Performed:             | No      |
| Medical Certification:    |    | Last FAA Medical Exam:            |         |
| Occupational Pilot:       | No | Last Flight Review or Equivalent: |         |
| Flight Time:              |    |                                   |         |

## Aircraft and Owner/Operator Information

|                                      |                                  |                                       |                          |
|--------------------------------------|----------------------------------|---------------------------------------|--------------------------|
| <b>Aircraft Make:</b>                | Cessna                           | <b>Registration:</b>                  | N9912Q                   |
| <b>Model/Series:</b>                 | 172 M                            | <b>Aircraft Category:</b>             | Airplane                 |
| <b>Year of Manufacture:</b>          | 1975                             | <b>Amateur Built:</b>                 |                          |
| <b>Airworthiness Certificate:</b>    | Normal                           | <b>Serial Number:</b>                 | 17265856                 |
| <b>Landing Gear Type:</b>            | Tricycle                         | <b>Seats:</b>                         | 4                        |
| <b>Date/Type of Last Inspection:</b> | June 2, 2017 100 hour            | <b>Certified Max Gross Wt.:</b>       | 2550 lbs                 |
| <b>Time Since Last Inspection:</b>   |                                  | <b>Engines:</b>                       | 1 Reciprocating          |
| <b>Airframe Total Time:</b>          | 9660.5 Hrs as of last inspection | <b>Engine Manufacturer:</b>           | LYCOMING                 |
| <b>ELT:</b>                          | C91 installed, not activated     | <b>Engine Model/Series:</b>           | O-360                    |
| <b>Registered Owner:</b>             |                                  | <b>Rated Power:</b>                   | 180 Horsepower           |
| <b>Operator:</b>                     |                                  | <b>Operating Certificate(s) Held:</b> | On-demand air taxi (135) |

## Meteorological Information and Flight Plan

|                                         |                                  |                                             |                   |
|-----------------------------------------|----------------------------------|---------------------------------------------|-------------------|
| <b>Conditions at Accident Site:</b>     | Visual (VMC)                     | <b>Condition of Light:</b>                  | Day               |
| <b>Observation Facility, Elevation:</b> | KSNT, 6495 ft msl                | <b>Distance from Accident Site:</b>         | 17 Nautical Miles |
| <b>Observation Time:</b>                | 16:51 Local                      | <b>Direction from Accident Site:</b>        | 340°              |
| <b>Lowest Cloud Condition:</b>          |                                  | <b>Visibility</b>                           |                   |
| <b>Lowest Ceiling:</b>                  |                                  | <b>Visibility (RVR):</b>                    |                   |
| <b>Wind Speed/Gusts:</b>                | 3 knots /                        | <b>Turbulence Type Forecast/Actual:</b>     | / None            |
| <b>Wind Direction:</b>                  |                                  | <b>Turbulence Severity Forecast/Actual:</b> | / N/A             |
| <b>Altimeter Setting:</b>               | 30.13 inches Hg                  | <b>Temperature/Dew Point:</b>               | 9°C / 4°C         |
| <b>Precipitation and Obscuration:</b>   | No Obscuration; No Precipitation |                                             |                   |
| <b>Departure Point:</b>                 | Boise, ID (KBOI)                 | <b>Type of Flight Plan Filed:</b>           | VFR               |
| <b>Destination:</b>                     | Smiley Creek, ID (U87 )          | <b>Type of Clearance:</b>                   | VFR               |
| <b>Departure Time:</b>                  | 09:00 Local                      | <b>Type of Airspace:</b>                    | Class E           |

## Airport Information

|                             |                  |                                  |            |
|-----------------------------|------------------|----------------------------------|------------|
| <b>Airport:</b>             | SMILEY CREEK U87 | <b>Runway Surface Type:</b>      | Grass/turf |
| <b>Airport Elevation:</b>   | 7206 ft msl      | <b>Runway Surface Condition:</b> | Dry        |
| <b>Runway Used:</b>         | 32               | <b>IFR Approach:</b>             | None       |
| <b>Runway Length/Width:</b> | 4900 ft / 150 ft | <b>VFR Approach/Landing:</b>     | None       |

## Wreckage and Impact Information

|                            |        |                             |                            |
|----------------------------|--------|-----------------------------|----------------------------|
| <b>Crew Injuries:</b>      | 1 None | <b>Aircraft Damage:</b>     | Substantial                |
| <b>Passenger Injuries:</b> | 1 None | <b>Aircraft Fire:</b>       | None                       |
| <b>Ground Injuries:</b>    | N/A    | <b>Aircraft Explosion:</b>  | None                       |
| <b>Total Injuries:</b>     | 2 None | <b>Latitude, Longitude:</b> | 43.912223,-114.796112(est) |

## Administrative Information

|                                          |                                                                                                       |
|------------------------------------------|-------------------------------------------------------------------------------------------------------|
| <b>Investigator In Charge (IIC):</b>     | Hicks, Michael                                                                                        |
| <b>Additional Participating Persons:</b> | Dan Fransdon; FAA; Boise, ID                                                                          |
| <b>Original Publish Date:</b>            | June 10, 2019                                                                                         |
| <b>Note:</b>                             | This accident report documents the factual circumstances of this accident as described to the NTSB.   |
| <b>Investigation Docket:</b>             | <a href="https://data.nts.gov/Docket?ProjectID=95376">https://data.nts.gov/Docket?ProjectID=95376</a> |

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