



# Aviation Investigation Final Report

<b>Location:</b>	Tracy, California	<b>Accident Number:</b>	WPR23LA300
<b>Date &amp; Time:</b>	May 17, 2023, 15:59 Local	<b>Registration:</b>	N2771C
<b>Aircraft:</b>	Cessna 170B	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Loss of control on ground	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The pilot reported that during the landing roll a wind gust caused the left wing to raise. The pilot was unable to maintain directional control and came to rest adjacent to the runway. The airplane sustained substantial structural damage to its wing. 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 failure to maintain directional control during the landing roll after encountering a wind gust.

## Findings

<b>Environmental issues</b>	Sudden wind shift - Effect on operation
<b>Personnel issues</b>	Aircraft control - Pilot
<b>Environmental issues</b>	Gusts - Contributed to outcome
<b>Aircraft</b>	Directional control - Not attained/maintained

## Factual Information

### History of Flight

Landing-landing roll	Other weather encounter
Landing-landing roll	Loss of control on ground (Defining event)

### Pilot Information

Certificate:	Commercial; Flight instructor	Age:	36
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	
Instructor Rating(s):	Airplane single-engine	Toxicology Performed:	
Medical Certification:	Class 1 Without waivers/limitations	Last FAA Medical Exam:	January 25, 2023
Occupational Pilot:	No	Last Flight Review or Equivalent:	June 16, 2023
Flight Time:	1089 hours (Total, all aircraft), 8 hours (Total, this make and model), 1003 hours (Pilot In Command, all aircraft), 148 hours (Last 90 days, all aircraft), 70 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N2771C
<b>Model/Series:</b>	170B	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	1954	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	26315
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	Annual	<b>Certified Max Gross Wt.:</b>	
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	CONT MOTOR
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	C145 SERIES
<b>Registered Owner:</b>	KENMORE CREW LEASING INC TRUSTEE	<b>Rated Power:</b>	145 Horsepower
<b>Operator:</b>	KENMORE CREW LEASING INC TRUSTEE	<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>	KTCY, 193 ft msl	<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>		<b>Direction from Accident Site:</b>	
<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>	11 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	300°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29.84 inches Hg	<b>Temperature/Dew Point:</b>	33°C / 4°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Palm Springs, CA (KTRM)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Tracy, CA (KTCY)	<b>Type of Clearance:</b>	VFR flight following
<b>Departure Time:</b>	12:25 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	TRACY MUNI TCY	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	193 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	30	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	4001 ft / 75 ft	<b>VFR Approach/Landing:</b>	Full stop;Traffic pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	N/A	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>		<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	37.688895,-121.44157

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Basti, Paymaun
<b>Additional Participating Persons:</b>	Benjamin G Brillo; FAA Oakland FSDO; Oakland, CA
<b>Original Publish Date:</b>	December 21, 2023
<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=192782">https://data.nts.gov/Docket?ProjectID=192782</a>

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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](#).