



# Aviation Investigation Final Report

<b>Location:</b>	Carson City, Nevada	<b>Accident Number:</b>	WPR23LA325
<b>Date &amp; Time:</b>	August 25, 2023, 14:00 Local	<b>Registration:</b>	N4432R
<b>Aircraft:</b>	Cessna 172M	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Loss of control in flight	<b>Injuries:</b>	1 Serious, 1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The pilot reported that during landing, the airplane encountered a gust of wind and ballooned above the runway. Just before touchdown, the airplane encountered a second gust of wind and the pilot added engine power to abort the landing. Subsequently, the airplane drifted to the left and touched down on the parallel taxiway, skidded across the taxiway, and then impacted a ditch. The airplane's engine mount and fuselage were substantially damaged. The pilot reported that there were no preaccident mechanical malfunctions or failures 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 aircraft control during an aborted landing in gusting wind conditions.

## Findings

<b>Aircraft</b>	Lateral/bank control - Not attained/maintained
<b>Personnel issues</b>	Aircraft control - Pilot
<b>Environmental issues</b>	Gusts - Response/compensation

## Factual Information

### History of Flight

Landing	Other weather encounter
Landing	Loss of control in flight (Defining event)

### Pilot Information

Certificate:	Private	Age:	49,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:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	May 2, 2022
Occupational Pilot:	No	Last Flight Review or Equivalent:	February 17, 2022
Flight Time:	156.6 hours (Total, all aircraft), 152.1 hours (Total, this make and model), 105.9 hours (Pilot In Command, all aircraft), 5.4 hours (Last 90 days, all aircraft), 5.4 hours (Last 30 days, all aircraft)		

### Passenger Information

Certificate:		Age:	Female
Airplane Rating(s):		Seat Occupied:	Right
Other Aircraft Rating(s):		Restraint Used:	3-point
Instrument Rating(s):		Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	
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>	N4432R
<b>Model/Series:</b>	172M	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	1974	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	17263177
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	August 24, 2023 100 hour	<b>Certified Max Gross Wt.:</b>	2300 lbs
<b>Time Since Last Inspection:</b>	5.3 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	7120.3 Hrs as of last inspection	<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	C91 installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	O-320_D2J
<b>Registered Owner:</b>	On file	<b>Rated Power:</b>	160 Horsepower
<b>Operator:</b>	On file	<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>	KCXP, 4699 ft msl	<b>Distance from Accident Site:</b>	0 Nautical Miles
<b>Observation Time:</b>	13:55 Local	<b>Direction from Accident Site:</b>	198°
<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>	6 knots /	<b>Turbulence Type Forecast/Actual:</b>	/ Clear air
<b>Wind Direction:</b>	200°	<b>Turbulence Severity Forecast/Actual:</b>	/ Light
<b>Altimeter Setting:</b>	30.09 inches Hg	<b>Temperature/Dew Point:</b>	31°C / 6°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Lakeview, OR (KLKV)	<b>Type of Flight Plan Filed:</b>	VFR
<b>Destination:</b>	Carson City, NV	<b>Type of Clearance:</b>	VFR; VFR flight following
<b>Departure Time:</b>	11:30 Local	<b>Type of Airspace:</b>	Class E

## Airport Information

<b>Airport:</b>	Carson City KCXP	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	4704 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	09	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	6101 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>	1 Serious	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>		<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 Serious, 1 None	<b>Latitude, Longitude:</b>	39.19,-119.73

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Blocher, Kristyn
<b>Additional Participating Persons:</b>	Thomas Wainscoat; Federal Aviation Administration; Reno, NV
<b>Original Publish Date:</b>	December 7, 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=192951">https://data.nts.gov/Docket?ProjectID=192951</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](#).