



Aviation Investigation Final Report

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|--------------------------------|--------------------------------------|-------------------------|-----------------|
| Location: | HUASNA, California | Accident Number: | ANC24LA021 |
| Date & Time: | April 6, 2024, 11:33 Local | Registration: | N8907B |
| Aircraft: | Cessna 172 | Aircraft Damage: | Substantial |
| Defining Event: | Collision with terr/obj (non-CFIT) | Injuries: | 1 Minor, 1 None |
| Flight Conducted Under: | Part 91: General aviation - Air drop | | |

Analysis

The pilot reported that he was conducting a series of aerial drops for training. After the third pass, he was unable to attain a positive rate of climb. The airplane continued to descend, and the right main landing gear contacted the ground and separated. The airplane veered right and impacted a metal pipe corral fence resulting in substantial damage to the leftwing strut and firewall. The pilot reported no pre-impact 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 adequate airspeed during low altitude maneuvers, resulting in a loss of control.

Findings

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|-------------------------|--|
| Personnel issues | Aircraft control - Pilot |
| Aircraft | Climb capability - Incorrect use/operation |
| Aircraft | Airspeed - Not attained/maintained |

Factual Information

History of Flight

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|-----------------------------------|---|
| Maneuvering-low-alt flying | Aerodynamic stall/spin |
| Maneuvering-low-alt flying | Collision with terr/obj (non-CFIT) (Defining event) |

Pilot Information

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|----------------------------------|---|--|------------------|
| Certificate: | Private | Age: | 72, Male |
| Airplane Rating(s): | Single-engine land | Seat Occupied: | Left |
| Other Aircraft Rating(s): | Glider | Restraint Used: | 4-point |
| Instrument Rating(s): | None | Second Pilot Present: | |
| Instructor Rating(s): | None | Toxicology Performed: | |
| Medical Certification: | BasicMed With waivers/limitations | Last FAA Medical Exam: | October 21, 2022 |
| Occupational Pilot: | No | Last Flight Review or Equivalent: | November 9, 2023 |
| Flight Time: | 725 hours (Total, all aircraft), 526 hours (Total, this make and model), 632 hours (Pilot In Command, all aircraft) | | |

Other flight crew Information

| | | | |
|----------------------------------|---------|--|---------|
| Certificate: | Private | Age: | Male |
| Airplane Rating(s): | | Seat Occupied: | Right |
| Other Aircraft Rating(s): | | Restraint Used: | 4-point |
| Instrument Rating(s): | | Second Pilot Present: | |
| Instructor Rating(s): | | Toxicology Performed: | |
| Medical Certification: | Unknown | Last FAA Medical Exam: | |
| Occupational Pilot: | UNK | Last Flight Review or Equivalent: | |
| Flight Time: | | | |

Aircraft and Owner/Operator Information

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|--------------------------------------|------------------------------|---------------------------------------|----------|
| Aircraft Make: | Cessna | Registration: | N8907B |
| Model/Series: | 172 | Aircraft Category: | Airplane |
| Year of Manufacture: | 1958 | Amateur Built: | |
| Airworthiness Certificate: | Unknown | Serial Number: | 36707 |
| Landing Gear Type: | Tricycle | Seats: | 4 |
| Date/Type of Last Inspection: | October 19, 2023 Annual | Certified Max Gross Wt.: | 2200 lbs |
| Time Since Last Inspection: | 13.6 Hrs | Engines: | 1 |
| Airframe Total Time: | 4465 Hrs at time of accident | Engine Manufacturer: | |
| ELT: | Not installed | Engine Model/Series: | |
| Registered Owner: | On file | Rated Power: | |
| Operator: | On file | Operating Certificate(s) Held: | None |

Meteorological Information and Flight Plan

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|---|----------------------------|---|-------------------|
| Conditions at Accident Site: | Visual (VMC) | Condition of Light: | Day |
| Observation Facility, Elevation: | KSMX, 243 ft msl | Distance from Accident Site: | 25 Nautical Miles |
| Observation Time: | 11:56 Local | Direction from Accident Site: | 61° |
| Lowest Cloud Condition: | Few / 3500 ft AGL | Visibility | |
| Lowest Ceiling: | Unknown | Visibility (RVR): | |
| Wind Speed/Gusts: | / | Turbulence Type Forecast/Actual: | Unknown / Unknown |
| Wind Direction: | | Turbulence Severity Forecast/Actual: | Unknown / Unknown |
| Altimeter Setting: | | Temperature/Dew Point: | |
| Precipitation and Obscuration: | | | |
| Departure Point: | San Luis Obispo, CA (KSBP) | Type of Flight Plan Filed: | None |
| Destination: | HUASNA, CA | Type of Clearance: | None |
| Departure Time: | 11:00 Local | Type of Airspace: | Class G |

Airport Information

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|-----------------------------|-------------------|----------------------------------|-----------------|
| Airport: | Huasna Ranch None | Runway Surface Type: | Dirt;Grass/turf |
| Airport Elevation: | 200 ft msl | Runway Surface Condition: | Dry |
| Runway Used: | 34 | IFR Approach: | None |
| Runway Length/Width: | 2400 ft / 50 ft | VFR Approach/Landing: | Traffic pattern |

Wreckage and Impact Information

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|----------------------------|-----------------|-----------------------------|--------------|
| Crew Injuries: | 1 None | Aircraft Damage: | Substantial |
| Passenger Injuries: | 1 Minor | Aircraft Fire: | None |
| Ground Injuries: | | Aircraft Explosion: | None |
| Total Injuries: | 1 Minor, 1 None | Latitude, Longitude: | 35,-120(est) |

Administrative Information

Investigator In Charge (IIC): Joyce, Stacia

Additional Participating Persons: M Smith; FAA; CA

Original Publish Date: May 3, 2024

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=194055>

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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](#).