



AVIATION



HIGHWAY



MARINE



RAILROAD



PIPELINE

Aviation Investigation Final Report

Location:	Prescott, Arizona	Accident Number:	WPR23LA210
Date & Time:	June 3, 2023, 10:15 Local	Registration:	N249K
Aircraft:	Cessna 172	Aircraft Damage:	Substantial
Defining Event:	Aerodynamic stall/spin	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that, during a discovery flight, he allowed the passenger to assume control of the airplane and guided her through various maneuvers. The passenger remained in control until reaching short final of the landing. The pilot noticed that the approach was slow and steep, prompting him to take control. He executed an early round-out maneuver and flare, but realized the airplane was too high and was responding poorly, leading him to initiate a go-around procedure. Right before he could increase the power, the left wing experienced an aerodynamic stall and dropped, resulting in contact with the runway. The airplane sustained substantial damage to the left 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 improper landing flare, which resulted in an aerodynamic stall. Contributing to the accident was his delayed decision to initiate a go-around.

Findings

Aircraft	Landing flare - Incorrect use/operation
Personnel issues	Use of equip/system - Pilot
Personnel issues	Identification/recognition - Pilot
Aircraft	Airspeed - Not attained/maintained

Factual Information

History of Flight

Approach-VFR pattern final	Loss of lift
Landing-flare/touchdown	Aerodynamic stall/spin (Defining event)
Landing-flare/touchdown	Attempted remediation/recovery

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	24, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane single-engine	Toxicology Performed:	
Medical Certification:	Class 1 With waivers/limitations	Last FAA Medical Exam:	November 30, 2022
Occupational Pilot:	No	Last Flight Review or Equivalent:	August 13, 2021
Flight Time:	762 hours (Total, all aircraft), 450 hours (Total, this make and model), 652 hours (Pilot In Command, all aircraft), 5 hours (Last 90 days, all aircraft)		

Passenger Information

Certificate:	Age:
Airplane Rating(s):	Seat Occupied: Left
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:	Last Flight Review or Equivalent:
Flight Time:	

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N249K
Model/Series:	172 S	Aircraft Category:	Airplane
Year of Manufacture:	2022	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	172S12830
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	100 hour	Certified Max Gross Wt.:	2550 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	IO-360
Registered Owner:	FF22 LLC	Rated Power:	180 Horsepower
Operator:	LEIGHNOR AIRCRAFT LLC	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KPRC, 5012 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	10:53 Local	Direction from Accident Site:	217°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	360°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.07 inches Hg	Temperature/Dew Point:	26°C / 3°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Prescott, AZ	Type of Flight Plan Filed:	None
Destination:	Prescott, AZ	Type of Clearance:	VFR
Departure Time:		Type of Airspace:	Class D

Airport Information

Airport:	PRESCOTT RGNL - ERNEST A LOVE FLD PRC	Runway Surface Type:	Asphalt
Airport Elevation:	5045 ft msl	Runway Surface Condition:	Dry
Runway Used:	21L	IFR Approach:	None
Runway Length/Width:	7619 ft / 150 ft	VFR Approach/Landing:	Full stop;Straight-in

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	34.659065,-112.4146(est)

Administrative Information

Investigator In Charge (IIC): Rho, Paul

Additional Participating Persons: Randy Weese; FAA; Scottsdale, AZ

Original Publish Date: October 20, 2023

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=192304>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).