



# Aviation Investigation Final Report

<b>Location:</b>	Skull Valley, Arizona	<b>Accident Number:</b>	WPR23LA135
<b>Date &amp; Time:</b>	January 21, 2023, 15:30 Local	<b>Registration:</b>	N92570
<b>Aircraft:</b>	Cessna 172M	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Loss of control on ground	<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The pilot stated that he encountered a crosswind from the left during a landing attempt and the airplane drifted right. The right wing impacted tree branches that resulted in a loss of directional control. The airplane then collided with an adjacent bush, which resulted in substantial damage to the left wing. The pilot reported that there were no preimpact mechanical malfunctions or failures of 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 of the airplane while landing in a crosswind.

## Findings

<b>Personnel issues</b>	Aircraft control - Pilot
<b>Aircraft</b>	Directional control - Not attained/maintained

## Factual Information

### History of Flight

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

### Pilot Information

Certificate:	Private	Age:	73,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:	BasicMed Without waivers/limitations	Last FAA Medical Exam:	July 7, 2022
Occupational Pilot:	No	Last Flight Review or Equivalent:	January 15, 2021
Flight Time:	1137.4 hours (Total, all aircraft), 1070.6 hours (Total, this make and model), 1137.4 hours (Pilot In Command, all aircraft), 12.2 hours (Last 90 days, all aircraft), 5.2 hours (Last 30 days, all aircraft)		

### Passenger Information

Certificate:		Age:	
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>	N92570
<b>Model/Series:</b>	172M	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	1973	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	17261586
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	November 1, 2023 Annual	<b>Certified Max Gross Wt.:</b>	2300 lbs
<b>Time Since Last Inspection:</b>	9.99 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	4006.47 Hrs at time of accident	<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	C91 installed, not activated	<b>Engine Model/Series:</b>	O320E2D
<b>Registered Owner:</b>	On file	<b>Rated Power:</b>	150 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>	KPRC, 5012 ft msl	<b>Distance from Accident Site:</b>	15 Nautical Miles
<b>Observation Time:</b>	15:37 Local	<b>Direction from Accident Site:</b>	57°
<b>Lowest Cloud Condition:</b>		<b>Visibility</b>	2 miles
<b>Lowest Ceiling:</b>	Overcast / 800 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	6 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	190°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>		<b>Temperature/Dew Point:</b>	1°C / 1°C
<b>Precipitation and Obscuration:</b>	Moderate - None - Mist		
<b>Departure Point:</b>	Skull Valley, AZ	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Skull Valley, AZ	<b>Type of Clearance:</b>	Unknown
<b>Departure Time:</b>		<b>Type of Airspace:</b>	Class E

## Airport Information

<b>Airport:</b>	Yav'PE MA'Ta Airport 16AZ	<b>Runway Surface Type:</b>	Dirt;Gravel
<b>Airport Elevation:</b>	4308 ft msl	<b>Runway Surface Condition:</b>	Dry;Rough
<b>Runway Used:</b>	02	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	2900 ft / 75 ft	<b>VFR Approach/Landing:</b>	Straight-in;Traffic pattern

## 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>		<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 None	<b>Latitude, Longitude:</b>	34.508913,-112.67989(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Basti, Paymaun
<b>Additional Participating Persons:</b>	Jill Gallo; FAA Scottsdale FSDO; Scottsdale, AZ
<b>Original Publish Date:</b>	August 17, 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=106922">https://data.nts.gov/Docket?ProjectID=106922</a>

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](#).