



Aviation Investigation Final Report

Location:	Redding, California	Accident Number:	WPR23LA357
Date & Time:	September 27, 2023, 11:15 Local	Registration:	N17274
Aircraft:	Cessna 172R	Aircraft Damage:	Substantial
Defining Event:	Loss of control in flight	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

The solo student pilot of the airplane reported that shortly after rotation, the airplane began to drift to the left of runway centerline. He tried/attempted to correct back to runway centerline, but the airplane continued to drift left. The airplane descended and landed hard. It bounced back into the air and impacted the windsock. The airplane came to rest upright inside the windsocks segmented circle.

The airplane sustained substantial damage to the right wing, aft fuselage, right horizontal stabilizer, and right elevator.

The student 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 student pilot's loss of airplane control during takeoff, which resulted in a bounced landing and impact with the airport's windsock.

Findings

Aircraft	Heading/course - Not attained/maintained
Personnel issues	Aircraft control - Student/instructed pilot

Factual Information

History of Flight

Takeoff	Collision with terr/obj (non-CFIT)
Takeoff	Loss of control in flight (Defining event)

Pilot Information

Certificate:	Student	Age:	22, Male
Airplane Rating(s):	None	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Unknown
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 2 With waivers/limitations	Last FAA Medical Exam:	April 1, 2023
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	38 hours (Total, all aircraft), 38 hours (Total, this make and model), 28 hours (Last 90 days, all aircraft), 11 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N17274
Model/Series:	172R	Aircraft Category:	Airplane
Year of Manufacture:	1998	Amateur Built:	
Airworthiness Certificate:	Normal; Utility	Serial Number:	17280353
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	August 30, 2023 100 hour	Certified Max Gross Wt.:	2457 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	6922.5 Hrs as of last inspection	Engine Manufacturer:	Lycoming
ELT:	Installed, activated, aided in locating accident	Engine Model/Series:	IO-360-L2A
Registered Owner:	IASCO FLIGHT TRAINING INC	Rated Power:	
Operator:	IASCO FLIGHT TRAINING INC	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KRDD,501 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	10:53 Local	Direction from Accident Site:	330°
Lowest Cloud Condition:	Scattered / 6000 ft AGL	Visibility	10 miles
Lowest Ceiling:	Broken / 10000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	340°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	30.07 inches Hg	Temperature/Dew Point:	23°C / 9°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Redding, CA	Type of Flight Plan Filed:	None
Destination:	Redding, CA	Type of Clearance:	VFR
Departure Time:		Type of Airspace:	Class D

Airport Information

Airport:	REDDING MUNI RDD	Runway Surface Type:	Asphalt;Concrete
Airport Elevation:	504 ft msl	Runway Surface Condition:	Dry
Runway Used:	34	IFR Approach:	None
Runway Length/Width:	7003 ft / 150 ft	VFR Approach/Landing:	Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	40.508972,-122.29338

Administrative Information

Investigator In Charge (IIC):	Gutierrez, Eric
Additional Participating Persons:	Dana J. McIlwain; Federal Aviation Administration; Sacramento, CA
Original Publish Date:	December 7, 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=193154

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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](#).