



Aviation Investigation Final Report

Location:	Ephraim, Utah	Accident Number:	WPR23LA114
Date & Time:	February 24, 2023, 12:15 Local	Registration:	N84717
Aircraft:	Cessna 172K	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The solo student pilot reported that, during landing, he “rounded out a little too late” and the airplane bounced after touchdown. The airplane settled back to the runway, left of the centerline, and veered to the left. The student attempted to correct with right rudder, and full engine power to abort the landing, however, the airplane continued to the left side of the runway and collided with a snowbank. The airplane nosed over coming to rest inverted. The right wing, vertical stabilizer, and rudder sustained substantial damage. 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 improper landing flare and loss of directional control.

Findings

Personnel issues	Decision making/judgment - Student/instructed pilot
Personnel issues	Aircraft control - Pilot
Aircraft	Landing flare - Incorrect use/operation
Aircraft	Directional control - Not attained/maintained

Factual Information

History of Flight

Landing-flare/touchdown	Loss of control on ground (Defining event)
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Pilot Information

Certificate:	Student	Age:	50,Male
Airplane Rating(s):	None	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	4-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:	January 11, 2022
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	73.6 hours (Total, all aircraft), 73.6 hours (Total, this make and model), 8.6 hours (Pilot In Command, all aircraft), 20.6 hours (Last 90 days, all aircraft), 13.1 hours (Last 30 days, all aircraft), 2.5 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N84717
Model/Series:	172K	Aircraft Category:	Airplane
Year of Manufacture:	1969	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	17256513
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	February 10, 2023 100 hour	Certified Max Gross Wt.:	2500 lbs
Time Since Last Inspection:	21 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	8801 Hrs at time of accident	Engine Manufacturer:	Lycoming
ELT:	C91 installed, activated, did not aid in locating accident	Engine Model/Series:	O-360-A4M
Registered Owner:	WORLDWIDE Warbirds Inc	Rated Power:	180 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	41U,5516 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	12:00 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	360°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	3010 inches Hg	Temperature/Dew Point:	-3°C / -7°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Provo, UT (KPVU)	Type of Flight Plan Filed:	None
Destination:	Ephriam, UT (41U)	Type of Clearance:	None
Departure Time:	11:10 Local	Type of Airspace:	Class G

Airport Information

Airport:	Manti-Ephriam 41U	Runway Surface Type:	Asphalt
Airport Elevation:	5516 ft msl	Runway Surface Condition:	Dry
Runway Used:	21	IFR Approach:	None
Runway Length/Width:	5021 ft / 75 ft	VFR Approach/Landing:	Full stop;Straight-in

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:	39.331417,-111.61261

Administrative Information

Investigator In Charge (IIC):	Blocher, Kristyn
Additional Participating Persons:	Andy Crockett; Federal Aviation Administration; Salt Lake City
Original Publish Date:	March 23, 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=106788

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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](#).