



Aviation Investigation Final Report

Location:	Fremont Island, Utah	Accident Number:	WPR23LA260
Date & Time:	July 7, 2023, 17:00 Local	Registration:	N1664D
Aircraft:	Cessna 170B	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

According to the flight instructor, during the landing roll the pilot undergoing instruction applied asymmetrical braking and locked the left brake. This led to a ground loop. The airplane sustained substantial damage to the right wing. The pilot reported that there were no preaccident mechanical failures or malfunctions 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 undergoing instruction's excessive application of asymmetrical braking during landing, which resulted in a ground loop.

Findings

Personnel issues	Aircraft control - Pilot
Aircraft	Directional control - Not attained/maintained

Factual Information

History of Flight

Landing-landing roll	Loss of control on ground (Defining event)
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Pilot Information

Certificate:	Commercial; Flight instructor	Age:	39
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	Lap only
Instrument Rating(s):	Airplane	Second Pilot Present:	
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine; Instrument airplane	Toxicology Performed:	
Medical Certification:	Class 1 With waivers/limitations	Last FAA Medical Exam:	May 3, 2023
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	August 31, 2022
Flight Time:	5890 hours (Total, all aircraft), 295 hours (Total, this make and model), 3610 hours (Pilot In Command, all aircraft), 118 hours (Last 90 days, all aircraft), 29 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Pilot Information

Certificate:	Commercial	Age:	40
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Lap only
Instrument Rating(s):	Airplane	Second Pilot Present:	
Instructor Rating(s):	Airplane single-engine	Toxicology Performed:	
Medical Certification:	Class 2 Without waivers/limitations	Last FAA Medical Exam:	November 8, 2022
Occupational Pilot:	No	Last Flight Review or Equivalent:	September 16, 2021
Flight Time:	424 hours (Total, all aircraft), 8 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N1664D
Model/Series:	170B	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	20306
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	May 13, 2023 100 hour	Certified Max Gross Wt.:	2200 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	4146.11 Hrs as of last inspection	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	O-300
Registered Owner:	SCUD AIR SOLUTIONS LLC	Rated Power:	
Operator:	SCUD AIR SOLUTIONS LLC	Operating Certificate(s) Held:	Pilot school (141)

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KOGD	Distance from Accident Site:	16 Nautical Miles
Observation Time:	16:53 Local	Direction from Accident Site:	
Lowest Cloud Condition:		Visibility	
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.85 inches Hg	Temperature/Dew Point:	34°C / 1°C
Precipitation and Obscuration:			
Departure Point:	Ogden, UT (KOGD)	Type of Flight Plan Filed:	None
Destination:	Ogden, UT (KOGD)	Type of Clearance:	None
Departure Time:	16:07 Local	Type of Airspace:	Class G

Airport Information

Airport:	Freemont Island Lower 89D	Runway Surface Type:	Dirt;Gravel
Airport Elevation:	4215 ft msl	Runway Surface Condition:	Unknown
Runway Used:	09	IFR Approach:	None
Runway Length/Width:	1828 ft / 10 ft	VFR Approach/Landing:	Traffic pattern

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:	41.166767,-112.36427(est)

Administrative Information

Investigator In Charge (IIC):	Basti, Paymaun
Additional Participating Persons:	Kent Gibbons; FAA; Salt Lake City, UT
Original Publish Date:	January 4, 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=192576

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](#).