



# Aviation Investigation Final Report

<b>Location:</b>	Enterprise, Utah	<b>Accident Number:</b>	WPR23LA204
<b>Date &amp; Time:</b>	May 28, 2023, 16:43 Local	<b>Registration:</b>	N5089
<b>Aircraft:</b>	Cessna 175A	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Loss of lift	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The airplane departed a private dirt strip in mountainous terrain with a left quartering headwind. During the initial climb, the pilot retracted the flaps from to 20° to 10° to improve the airplane's acceleration. There was no change in airspeed, so he retracted the flaps completely and the airplane began a descent. He then extended the flaps back to 10° and initiated a shallow right turn to maneuver away from rising terrain, but the airplane did not climb. The pilot applied a nose down attitude to prevent a stall and the airplane impacted terrain and nosed over, in which the right wing sustained substantial damage.

The pilot suspected he had flown into a downdraft after taking off and reported there were no mechanical failures or malfunctions to the airplane or engine 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 inability to maintain altitude during an initial climbout in mountainous terrain after encountering a suspected downdraft.

## Findings

<b>Aircraft</b>	Altitude - Not attained/maintained
<b>Personnel issues</b>	Aircraft control - Pilot
<b>Environmental issues</b>	Downdraft - Effect on equipment

## Factual Information

### History of Flight

Initial climb	Other weather encounter
Initial climb	Loss of lift (Defining event)
Initial climb	Collision with terr/obj (non-CFIT)

### Pilot Information

Certificate:	Commercial; Flight instructor; Private	Age:	49, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	Helicopter	Restraint Used:	4-point
Instrument Rating(s):	None	Second Pilot Present:	
Instructor Rating(s):	Helicopter	Toxicology Performed:	
Medical Certification:	Class 3	Last FAA Medical Exam:	
Occupational Pilot:	No	Last Flight Review or Equivalent:	March 16, 2022
Flight Time:	(Estimated) 1700 hours (Total, all aircraft), 60 hours (Total, this make and model), 1555 hours (Pilot In Command, all aircraft), 1 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N5089
<b>Model/Series:</b>	175A	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	1960	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	56756
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	April 4, 2023 Annual	<b>Certified Max Gross Wt.:</b>	2350 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1
<b>Airframe Total Time:</b>	4252.1 Hrs as of last inspection	<b>Engine Manufacturer:</b>	
<b>ELT:</b>	Installed, activated	<b>Engine Model/Series:</b>	
<b>Registered Owner:</b>	GIFFORD DAVID M	<b>Rated Power:</b>	
<b>Operator:</b>	GIFFORD DAVID M	<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>	KCDC, 5590 ft msl	<b>Distance from Accident Site:</b>	35 Nautical Miles
<b>Observation Time:</b>	16:53 Local	<b>Direction from Accident Site:</b>	70°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	14 knots / 23 knots	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	240°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29.96 inches Hg	<b>Temperature/Dew Point:</b>	26°C / -2°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Enterprise, UT (UT91)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Las Vegas, NV (KVG T)	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	16:45 Local	<b>Type of Airspace:</b>	Class G

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>		<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	37.512,-113.78146(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Nepomuceno, Eleazar
<b>Additional Participating Persons:</b>	Suzzane Braund; FAA; Salt Lake City , UT
<b>Original Publish Date:</b>	October 20, 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=192268">https://data.nts.gov/Docket?ProjectID=192268</a>

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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](#).