

SAFETY GRAM 4.0

January 2019





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Case:

Reference NTSB Aviation Accident Report (3 Pages)

Questions (No right or wrong):

- What constitutes a stabilized approach?
- Have you ever encountered wake turbulence or erratic winds on an approach?
- If yes, what actions did you take/how did you maintain aircraft control?
- Do you focus and fight for a stabilized approach and landing?
- Do you practice go-arounds?

Discussion:

Aviate, navigate, communicate. This axiom is as true today as it ever was. The most important thing you do in an aircraft is fly it. Maintaining aircraft control trumps every other activity a pilot does during a flight. After reading the NTSB report where do you feel the mishap pilot may have been able to prevent the accident? Remember during your discussions that we have the clarity of what has already happened. Furthermore, pilots never set out to have a mishap. Put the effort into imagining yourself in the mishap pilots place, with the imperfect information available, and practice the maneuver. Chair flying is invaluable in establishing habit patterns, improving decision making and adding safety margins. Let's have a great year!

CONTINUE TO FLY SAFE!

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National Transportation Safety Board Aviation Accident Data Summary

Location:	Cloverdale, CA	Accident Number:	WPR18CA072
Date & Time:	01/20/2018, 1300 PST	Registration:	N64204
Aircraft:	CESSNA 172P	Injuries:	1 Minor
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The private pilot reported that he intended to make two full-stop landings before returning to his home base. The pilot entered the traffic pattern and announced his position as he maneuvered to final approach. The pilot stated that the approach was stable but appeared to be short. He added power and adjusted the pitch for the projected touchdown point beyond the displaced threshold. When the airplane was over the displaced threshold, the stability of the approach was lost. The pilot suspected a swirl of wind or updraft was encountered as the wing raised more than he expected from previous landings at this airport. The pilot tried to regain the runway centerline and level the wings; however, he was unsuccessful. The pilot then made a radio transmission that he was going around. He applied power and raised the flaps (he reported that his intention was to extend the flaps 200; however, postaccident, the flap position was fully retracted). The airplane rolled to the left and contacted the ground, coming to rest inverted off the side of the runway.

The forward fuselage, left wing and vertical stabilizer were substantially damaged.

The pilot reported that there were no mechanical failures or malfunctions with the airplane or engine that would have precluded normal operation.

Flight Events

Approach-VFR go-around - Loss of control in flight
Approach-VFR go-around - Attempted remediation/recovery

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The pilot's failure to maintain airplane control during the approach and his delayed decision to go around.

Findings

Personnel issues-Action/decision-Info processing/decision-Decision making/judgment-Pilot - C
Personnel issues-Task performance-Use of equip/info-Aircraft control-Pilot - C
Personnel issues-Action/decision-Action-Delayed action-Pilot - C

Pilot Information

Certificate:	Private	Age:	43
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	168.8 hours (Total, all aircraft), 28.2 hours (Total, this make and model), 72.4 hours (Pilot In Command, all aircraft), 5.2 hours (Last 90 days, all aircraft), 0.6 hours (Last 30 days, all aircraft), 0.6 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N64204
Model/Series:	172P P	Engines:	1 Reciprocating
Operator:	On file	Engine Manufacturer:	LYCOMING
Operating Certificate(s) Held:	None	Engine Model/Series:	O-320-D
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	KSTS	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	None	Wind Speed/Gusts, Direction:	9 knots / , 340°
Temperature:	14°C	Visibility	10 Miles
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Santa Rosa, CA (KSTS)	Destination:	Cloverdale, CA (O60)

Airport Information

Airport:	Cloverdale Municipal Airport (O60)	Runway Surface Type:	Asphalt
Runway Used:	32	Runway Surface Condition:	Dry
Runway Length/Width:	2909 ft / 60 ft		

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Latitude, Longitude:	38.776111, -122.992500		

Administrative Information

Investigator In Charge (IIC):	Debra J Eckrote	Adopted Date:	06/14/2018
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
Investigation Docket:	http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=96645		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report.