



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	Santa Maria, CA	<b>Accident Number:</b>	LAX01LA163
<b>Date &amp; Time:</b>	05/02/2001, 1320 PDT	<b>Registration:</b>	N34168
<b>Aircraft:</b>	Cessna 177B	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 Minor
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

The airplane struck a pipe, cartwheeled, and came to rest inverted, following a go-around from a simulated forced landing. The pilot reported he had been taking photographs about 1,000 feet above ground level, then decided to practice engine out patterns. During the go-around from the second pattern he added power, retracted the flaps to 20 degrees, and was unable to prevent contact with the ground. The pilot further stated that it "felt like the elevator stalled."

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: A stall/mush inadvertently encountered by the pilot-in-command. Failure to maintain adequate airspeed for flight and inadequate remedial action contributed to the accident.

## Findings

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Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: MANEUVERING

### Findings

1. (F) AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
2. (C) STALL/MUSH - INADVERTENT - PILOT IN COMMAND
3. (C) REMEDIAL ACTION - IMPROPER - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT  
Phase of Operation: MANEUVERING

### Findings

4. OBJECT - OTHER

## Factual Information

On May 2, 2001, at 1320 hours Pacific daylight saving time, a Cessna 177B, N34168, was substantially damaged when it collided with the ground while maneuvering approximately 3 miles east of Santa Maria Airport, Santa Maria, California. The airplane was operated under the provisions of 14 CFR Part 91 by the private pilot/owner who received minor injuries. Visual meteorological conditions prevailed and no flight plan was filed for the personal flight, which departed from Santa Maria Airport approximately 1250.

The pilot reported he had been taking photographs about 1,000 feet above ground level, then decided to practice engine out patterns. During the go-around from the second pattern he added power, retracted the flaps to 20 degrees, and was unable to prevent contact with the ground. The pilot further stated that it "felt like the elevator stalled." The airplane struck a pipe, cartwheeled, and came to rest inverted.

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	71, Male
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	09/13/2000
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	07/24/2000
<b>Flight Time:</b>	665 hours (Total, all aircraft), 217 hours (Total, this make and model)		

## Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N34168
Model/Series:	177B	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	17701686
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	05/05/2000, Annual	Certified Max Gross Wt.:	2500 lbs
Time Since Last Inspection:	21 Hours	Engines:	1 Reciprocating
Airframe Total Time:	4303 Hours at time of accident	Engine Manufacturer:	Lycoming
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-360-A1F6
Registered Owner:	Stanley D Voris	Rated Power:	180 hp
Operator:	Stanley D Voris	Operating Certificate(s) Held:	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	SMX, 259 ft msl	Distance from Accident Site:	4 Nautical Miles
Observation Time:	1351 PDT	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	16 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	300°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.82 inches Hg	Temperature/Dew Point:	22° C / 8° C
Precipitation and Obscuration:			
Departure Point:	Santa Maria (SMX)	Type of Flight Plan Filed:	None
Destination:	Santa Maria, CA	Type of Clearance:	None
Departure Time:	1250 PDT	Type of Airspace:	Class D

## 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
Total Injuries:	1 Minor	Latitude, Longitude:	

## Administrative Information

**Investigator In Charge (IIC):** FRANK H BAILY **Report Date:** 11/28/2001

**Additional Participating Persons:** David Voelker; FAA Flight Standards District Office; Van Nuys, CA

**Publish Date:**

**Investigation Docket:** NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at [pubinq@ntsb.gov](mailto:pubinq@ntsb.gov), or at 800-877-6799. Dockets released after this date are available at <http://dms.nts.gov/pubdms/>.

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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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).