



National Transportation Safety Board Aviation Accident Final Report

Location:	Bountiful, UT	Accident Number:	GAA16CA358
Date & Time:	07/01/2016, 1400 MDT	Registration:	N52071
Aircraft:	CESSNA 172	Aircraft Damage:	Substantial
Defining Event:	Low altitude operation/event	Injuries:	3 None
Flight Conducted Under:	Part 91: General Aviation - Instructional		

Analysis

The pilot reported that during an "introductory flight" for two passengers, he departed the airport and flew into a canyon where the airplane encountered an "unforeseen immense downdraft". He further reported that he immediately initiated a right turn to exit the canyon but it became clear that a turn was not possible due to the mountainous terrain. Subsequently, the pilot decided to make an emergency landing on a mountain road. After touchdown the airplane skidded off the dirt road and down an embankment. A post-crash fire resulted in substantial damage to the fuselage and both wings.

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

As a safety recommendation the pilot reported that he should have given himself more altitude before entering the canyon.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's decision to fly into a canyon without sufficient room to reverse course if necessary, which resulted in an emergency landing, loss of directional control, collision with terrain, and a post-crash fire.

Findings

Aircraft	Directional control - Not attained/maintained (Cause)
Personnel issues	Aircraft control - Pilot (Cause) Decision making/judgment - Pilot (Cause)
Environmental issues	Mountainous/hilly terrain - Ability to respond/compensate (Cause) Downdraft - Ability to respond/compensate Terrain - Contributed to outcome

Factual Information

History of Flight

Maneuvering-low-alt flying	Low altitude operation/event (Defining event) Miscellaneous/other Off-field or emergency landing
Landing	Off-field or emergency landing Loss of control on ground
Post-impact	Evacuation Fire/smoke (post-impact)

Pilot Information

Certificate:	Flight Instructor; Commercial	Age:	28, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane Single-engine	Toxicology Performed:	No
Medical Certification:	Class 1 Without Waivers/Limitations	Last Medical Exam:	01/04/2016
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	05/06/2016
Flight Time:	(Estimated) 475 hours (Total, all aircraft), 30 hours (Total, this make and model), 390 hours (Pilot In Command, all aircraft), 100 hours (Last 90 days, all aircraft), 30 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	CESSNA	Registration:	N52071
Model/Series:	172 P	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal; Utility	Serial Number:	17274406
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	06/01/2016, 100 Hour	Certified Max Gross Wt.:	2407 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	12414.8 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	IO-320 SERIES
Registered Owner:	Jason Clark	Rated Power:	160 hp
Operator:	On file	Air Carrier Operating Certificate:	None

Meteorological Information and Flight Plan

Observation Facility, Elevation:	KPVU, 4497 ft msl	Observation Time:	1947 UTC
Distance from Accident Site:	14 Nautical Miles	Condition of Light:	Day
Direction from Accident Site:	22°	Conditions at Accident Site:	Visual Conditions
Lowest Cloud Condition:	Scattered / 8000 ft agl	Temperature/Dew Point:	27° C / 11° C
Lowest Ceiling:	Broken / 15000 ft agl	Visibility	10 Miles
Wind Speed/Gusts, Direction:	4 knots, 220°	Visibility (RVR):	
Altimeter Setting:	30.08 inches Hg	Visibility (RVV):	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	BOUNTIFUL, UT (BTF)	Type of Flight Plan Filed:	None
Destination:	BOUNTIFUL, UT (BTF)	Type of Clearance:	Traffic Advisory
Departure Time:	1345 MDT	Type of Airspace:	Class E

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	2 None	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	Unknown
Total Injuries:	3 None		

Administrative Information

Investigator In Charge (IIC):	Eric A Swenson	Adopted Date:	08/31/2016
Additional Participating Persons:	Dave Odekirk; FAA; Salt Lake City, UT		
Publish Date:	08/31/2016		
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=93538		

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