



National Transportation Safety Board Aviation Accident Data Summary

Location:	Bountiful, UT	Accident Number:	GAA16CA358
Date & Time:	07/01/2016, 1400 MDT	Registration:	N52071
Aircraft:	CESSNA 172	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.

Flight Events

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

Probable Cause

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-Aircraft oper/perf/capability-Performance/control parameters-Directional control-Not attained/maintained - C
Personnel issues-Task performance-Use of equip/info-Aircraft control-Pilot - C
Personnel issues-Action/decision-Info processing/decision-Decision making/judgment-Pilot - C
Environmental issues-Physical environment-Terrain-Mountainous/hilly terrain-Ability to respond/compensate - C
Environmental issues-Conditions/weather/phenomena-Wind-Downdraft-Ability to respond/compensate
Environmental issues-Physical environment-Terrain-(general)-Contributed to outcome

Pilot Information

Certificate:	Flight Instructor; Commercial	Age:	28
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	Airplane Single-engine
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	Engines:	1 Reciprocating
Operator:	On file	Engine Manufacturer:	LYCOMING
Air Carrier Operating Certificate:	None	Engine Model/Series:	IO-320 SERIES
Flight Conducted Under:	Part 91: General Aviation - Instructional		

Meteorological Information and Flight Plan

Observation Facility, Elevation:	KPVU, 4497 ft msl	Weather Information Source:	Weather Observation Facility
Conditions at Accident Site:	Visual Conditions	Lowest Ceiling:	Broken / 15000 ft agl
Condition of Light:	Day	Wind Speed/Gusts, Direction:	4 knots, 220°
Temperature:	27° C / 11° C	Visibility	10 Miles
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	BOUNTIFUL, UT (BTF)	Destination:	BOUNTIFUL, UT (BTF)

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

Administrative Information

Investigator In Charge (IIC):	Eric A Swenson	Adopted 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		

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.