



National Transportation Safety Board Aviation Accident Final Report

Location:	Bayse, VA	Accident Number:	GAA19CA486
Date & Time:	08/04/2019, 1400 EDT	Registration:	N424BC
Aircraft:	Cessna 172	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The pilot reported that, during the initial climb, once the airplane was above the tree line, he felt as though it encountered "a strong quartering tailwind." The stall warning horn sounded, and the airplane began to descend to the left. He was able to lower the airplane's nose, and the airplane touched down in the grass area that outlined the left side of the runway surface and then bounced. He cut the engine's power, and the airplane touched down again on the nosewheel and the left main landing gear. The pilot applied right rudder, and he was able to steer the airplane onto the runway and stop. The airplane sustained substantial damage to the left wing. The pilot reported that there were no preaccident mechanical failures or malfunctions with the airplane 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 exceedance of the airplane's critical angle of attack during initial climb, which resulted in an aerodynamic stall.

Findings

Aircraft	Angle of attack - Capability exceeded (Cause)
Personnel issues	Aircraft control - Pilot (Cause)

Factual Information

History of Flight

Takeoff-rejected takeoff	Abnormal runway contact
Landing-landing roll	Loss of control on ground (Defining event)

Pilot Information

Certificate:	Private	Age:	46, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 With Waivers/Limitations	Last FAA Medical Exam:	02/15/2019
Occupational Pilot:	No	Last Flight Review or Equivalent:	02/10/2019
Flight Time:	(Estimated) 181 hours (Total, all aircraft), 181 hours (Total, this make and model), 94 hours (Pilot In Command, all aircraft), 10 hours (Last 90 days, all aircraft), 1 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N424BC
Model/Series:	172 F	Aircraft Category:	Airplane
Year of Manufacture:	1964	Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	17252171
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	06/07/2019, Annual	Certified Max Gross Wt.:	2300 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	6191.6 Hours as of last inspection	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	O-300-D
Registered Owner:	Pikeside Flying Club Inc	Rated Power:	145 hp
Operator:	Pikeside Flying Club Inc	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	KW99, 960 ft msl	Distance from Accident Site:	21 Nautical Miles
Observation Time:	1755 UTC	Direction from Accident Site:	302°
Lowest Cloud Condition:	Scattered / 3900 ft agl	Visibility	10 Miles
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	Calm /	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	29° C / 18° C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Bayse, VA (VG18)	Type of Flight Plan Filed:	None
Destination:	Martinsburg, WV (MRB)	Type of Clearance:	None
Departure Time:	1400 EDT	Type of Airspace:	Class G

Airport Information

Airport:	Sky Bryce (VG18)	Runway Surface Type:	Asphalt
Airport Elevation:	1267 ft	Runway Surface Condition:	Dry
Runway Used:	23	IFR Approach:	None
Runway Length/Width:	2240 ft / 50 ft	VFR Approach/Landing:	Forced Landing

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	38.815278, -78.770833 (est)

Administrative Information

Investigator In Charge (IIC):	Michael A Hicks	Report Date:	04/13/2020
Additional Participating Persons:	David Reese; FAA; Washington, DC		
Publish Date:	04/13/2020		
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=100005		

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