



National Transportation Safety Board Aviation Accident Final Report

Location:	Hemet, CA	Accident Number:	GAA19CA544
Date & Time:	09/12/2019, 1520 PDT	Registration:	N5229F
Aircraft:	Cessna 172F	Aircraft Damage:	Substantial
Defining Event:	Nose over/nose down	Injuries:	2 None
Flight Conducted Under:	Public Aircraft		

Analysis

The flight instructor reported that, during landing, he told the student pilot to initiate a go-around. During the climb, the instructor saw dust devils at the end of the runway, so he instructed the student to also initiate a slight left turn. The instructor then noticed power lines past the dust devils, so he took the controls from the student and continued a shallow, 200 ft-per-minute climbing left turn to the south. While turning the airplane, the instructor saw other power lines to the south, so he decided to initiate a precautionary soft-field landing to a plowed field adjacent to the runway. During landing, the nose landing gear touched down, and the airplane nosed over. The airplane sustained substantial damage to the right wing lift strut and vertical stabilizer. The instructor 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 flight instructor's improper decision to perform a precautionary landing on unsuitable terrain, which resulted in a noseover.

Findings

Personnel issues	Decision making/judgment - Instructor/check pilot (Cause)
Environmental issues	Sloped/uneven terrain - Effect on operation (Cause)
	Sloped/uneven terrain - Decision related to condition (Cause)

Factual Information

History of Flight

Landing	Nose over/nose down (Defining event) Collision with terr/obj (non-CFIT)
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Flight Instructor Information

Certificate:	Airline Transport; Flight Instructor; Commercial	Age:	63, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Right
Other Aircraft Rating(s):	Helicopter; Unmanned (sUAS)	Restraint Used:	
Instrument Rating(s):	Airplane; Helicopter	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine; Helicopter; Instrument Airplane; Instrument Helicopter	Toxicology Performed:	No
Medical Certification:	Class 2 With Waivers/Limitations	Last FAA Medical Exam:	04/01/2018
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	06/06/2018
Flight Time:	(Estimated) 11497 hours (Total, all aircraft), 1000 hours (Total, this make and model), 8370 hours (Pilot In Command, all aircraft), 99 hours (Last 90 days, all aircraft), 29 hours (Last 30 days, all aircraft), 10 hours (Last 24 hours, all aircraft)		

Student Pilot Information

Certificate:	Student	Age:	37, Male
Airplane Rating(s):	None	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Without Waivers/Limitations	Last FAA Medical Exam:	04/05/2019
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	(Estimated) 42 hours (Total, all aircraft), 42 hours (Total, this make and model), 30 hours (Last 90 days, all aircraft), 11 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N5229F
Model/Series:	172F A	Aircraft Category:	Airplane
Year of Manufacture:	1965	Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	17253280
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	08/31/2019, 100 Hour	Certified Max Gross Wt.:	2300 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	10542 Hours as of last inspection	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	O-300-D
Registered Owner:	United States Air Force Owner	Rated Power:	145 hp
Operator:	United States Air Force Owner	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	KRIV, 1536 ft msl	Distance from Accident Site:	15 Nautical Miles
Observation Time:	2258 UTC	Direction from Accident Site:	311°
Lowest Cloud Condition:	Clear	Visibility	10 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	310°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	29.93 inches Hg	Temperature/Dew Point:	36° C / 4° C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Riverside, CA (RIV)	Type of Flight Plan Filed:	Military VFR
Destination:	Hemet, CA (HMT)	Type of Clearance:	VFR
Departure Time:	1443 PDT	Type of Airspace:	Class G

Airport Information

Airport:	Hemet-Ryan (HMT)	Runway Surface Type:	Asphalt
Airport Elevation:	1514 ft	Runway Surface Condition:	Dry
Runway Used:	23	IFR Approach:	None
Runway Length/Width:	4315 ft / 100 ft	VFR Approach/Landing:	Go Around; Precautionary Landing; Traffic Pattern

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	33.727778, -117.030556 (est)

Administrative Information

Investigator In Charge (IIC):	Eleazar Nepomuceno	Report Date:	03/17/2020
Additional Participating Persons:			
Publish Date:	03/17/2020		
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=100258		

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