NATIONAL TRANSPORTATION SAFETY BOARD
PILOT/OPERATOR AIRCRAFT ACCIDENT/INCIDENT REPORT
This form to be used for reporting civil and public aircraft accidents and incidents

BASIC INFORMATION

Accident/Incident Location

Nearest City/Place: Port Angeles State: WA
ZIP: 98363 Country: USA
Latitude: N 47 59.8 Longitude: W 123 27.6
(Enter in decimal degrees or degrees:minutes:seconds)

Accident/Incident Date/Time

Date: 05/02/2018 *mm/dd/yyyy* Local Time: 0800
Time Zone: Pacific

Collision with Other Aircraft: ○ Midair ○ On-ground ◉ None

AIRCRAFT INFORMATION

Registration Number: N734QQ
Manufacturer: Cessna
Model: 172N
Serial Number: 17269034
Year of Manufacture: 1977
Amateur-Built: ○ Yes ◉ No *If Yes:* ○ Kit/Plans ○ Original Design Make:

☑ **IFR-Equipped and Certified**
☐ **Commercial Space Flight**
☐ **Unmanned Aircraft**

Maximum Gross Weight: 2400 lbs
Weight at Time of Accident/Incident: 1900 lbs
Number of Seats: 2 Flight Crew Seats: 2
Cabin Crew Seats: 0 Passenger Seats: 0
Number of Engines: 1

Category of Aircraft
◉ Airplane
○ Balloon
○ Blimp/Dirigible
○ Glider
○ Gyroplane
○ Helicopter
○ Powered Lift
○ Rocket
○ Ultralight
○ Unknown

Type of Airworthiness Certificate *(Check all that apply)*

Standard	Special
☑ Normal	☐ Restricted
☐ Aerobatic	☐ Limited
☐ Balloon	☐ Provisional
☐ Commuter	☐ Special Flight
☐ Transport	☐ Experimental
☐ Utility	☐ Special Light-Sport
	☐ Experimental Light-Sport

☐ Certificate of Authorization or Waiver (COA)
☐ None ☐ Unknown

Landing Gear *(Check all that apply)*
☐ Retractable
☑ Tricycle ☐ Tailwheel
☐ Amphibian ☐ High Skid
☐ Emergency Float ☐ Skid
☐ Float ☐ Ski
☐ Hull ☐ Ski/Wheel
☐ Other Launch/Recovery System
☐ None ☐ Unknown

Engine Type *(Select one)*
◉ Reciprocating ○ Liquid Rocket
○ Turbo Shaft ○ Solid Rocket
○ Turbo Prop ○ Hybrid Rocket
○ Turbo Jet ○ None
○ Turbo Fan ○ Unknown
○ Electric

Fuel System Type *(Reciprocating)*
◉ Carburetor ○ Fuel-Injected

Engine	Engine Manufacturer	Engine Model/Series	Manufacturer's Serial Number	Date of Mfg. *mm/dd/yyyy*	Rated Power ◉ Horsepower or ○ lbs of Thrust	Total Time (hours)	Time Since: Inspection (hours)	Time Since: Overhaul (hours)
Eng. 1	Lycoming	O-320-D2G	L-45922-27A	UNK	160	6176	216	6444
Eng. 2								
Eng. 3								
Eng. 4								

Last Inspection Type
○ 100-Hour ◉ Continuous Airworthiness
○ AAIP ○ Conditional Inspection
○ Annual ○ Unknown

Date Last Inspection: 04/24/2018 *mm/dd/yyyy*
Airframe Total Time: 22,574 hrs
hours measured at *(Select one)*
◉ Last Inspection ○ Time of Accident/Incident

Type of Maintenance Program *(Select one)*
○ Annual
○ Conditional (Amateur-built only)
◉ Manufacturer's Inspection Program
○ Other Approved Inspection Program (AAIP)
○ Continuous Airworthiness
○ Other, specify:

Description of Fire Extinguishing System
◉ None
○ Specify:

Propeller 1 ◉ Fixed Pitch ○ Controllable Pitch ○ Ground Adjustable
Manufacturer: 1C160/DTM7557M1
Model: GD056

Propeller 2 ○ Fixed Pitch ○ Controllable Pitch ○ Ground Adjustable
Manufacturer:
Model:

ELT Installed: ◉ Yes ○ No
If Yes:
ELT Manufacturer: ACK TECHNOLOGIES
Model or Part No.: E-04
TSO No.: ○ C91 (121.5 MHz) ○ C91a (121.5 MHz) ◉ C126 (406 MHz)
Was ELT still mounted in aircraft? ◉ Yes ○ No
Was ELT still connected to antenna? ◉ Yes ○ No
Did ELT Activate? ◉ Yes ○ No
If activated:
Did ELT Aid in Locating Aircraft: ◉ Yes ○ No
If not activated:
Indicate Reason: ☐ Impact Damage ☐ Fire Damage ☐ Battery Expired/Damaged ☐ Unknown

Additional Equipment *(Check all that apply)*
☐ ADS-B
☐ Airframe Parachute
☐ Angle of Attack Indicator
☐ Autopilot
☐ Data Recorder
☑ Electronic Flight Bag or Handheld Device
☐ Electronic Multifunction Display
☐ Electronic Primary Flight Display
☐ Handheld GPS
☐ Heads Up Display
☐ Onboard Weather
☐ Satellite Tracking Device
☑ Stall Warning System
☐ Video Recording Device
☐ Other, Specify:

OWNER/OPERATOR INFORMATION

Registered Aircraft Owner

Name: Jeffery L. Well, Theresa E. Powell

Fractional Ownership Aircraft: ○ Yes ◉ No

City: Port Angeles

State: WA ZIP: 98363

Country: USA

Operator of Aircraft ☐ *Same As Registered Owner* ☐ *Same Address as Registered Owner*

Name: Rite Bros. Aviation Inc

Doing Business As: Rite Bros. Aviation Inc

Air Carrier/Operator Designator (4 Character Code): _____

City: Port Angeles

State: WA ZIP: 98363

Country: USA

Operating Certificates Held *(Check all that apply)*

☐ None
☐ Flag Carrier Operating Certificate (FAR 121)
☐ Supplemental
☐ Air Cargo
☐ Foreign Air Carriers (FAR 129)
☐ Rotorcraft External Load (FAR 133)
☐ Commuter Air Carrier (FAR 135)
☑ On-Demand Air Taxi (FAR 135)
☐ Commercial Air Tour (FAR 136)
☐ Agricultural Aircraft (FAR 137)
☐ Pilot School (FAR 141)
☐ Certificate of Authorization or Waiver (COA)
☐ Commercial Space Transportation Experimental Permit
☐ Commercial Space Transportation License
☐ Other Operator of Large Aircraft

Regulation Flight Conducted Under

◉ FAR 91 ○ FAR 129 ○ FAR 415
○ FAR 103 ○ FAR 133 ○ FAR 431
○ FAR 121 ○ FAR 135 ○ FAR 435
○ FAR 125 ○ FAR 137 ○ FAR 437

○ FAR 91 Special Flight
○ Non-US, Commercial
○ Non-US, Non-commercial

○ Public Aircraft *(Select one)*
○ Armed Forces
○ Federal
○ State
○ Local

○ Unknown

Revenue Operation for FAR 121, 125, 129, 135
(Select one for each group)

○ Scheduled or Commuter ○ Domestic
○ Non-Scheduled or Air Taxi ○ International

○ Passenger
○ Cargo
○ Mail Contract Only

Purpose of Flight for FAR 91, 103, 133, 137
(Select one)

○ Aerial Application ○ Firefighting ○ Unknown
○ Aerial Observation ○ Flight Test
○ Air Drop ○ Glider Tow
○ Air Race/Show ○ Instructional
○ Banner Tow ○ Other Work Use
○ Business ○ Personal
○ Executive/Corporate ◉ Positioning
○ External Load ○ Skydiving
○ Ferry

Revenue Sightseeing Flight

○ Yes ◉ No

Air Medical Flight

○ Yes ◉ No

AIRPORT INFORMATION (Fill in if accident/incident occurred on approach, landing, takeoff, departure, or within 3 miles of an airport)

Airport Name: William R Fairchild International Airport

Airport Identifier: KCLM

Proximity to Airport: ◉ Off Airport/Airstrip ○ On Airport/Airstrip ○ N/A

Distance From Airport Center: 8 sm

Direction From Airport: 150 degrees true

Airport Elevation: 285 ft. msl

Runway Information

Runway ID: 26 (L/R/C) Length: 6300 ft Width: 150 ft

Runway/Landing Surface *(Check all that apply)*

☑ Asphalt ☐ Grass/Turf ☐ Macadam ☐ Water
☐ Concrete ☐ Gravel ☐ Metal/Wood
☐ Dirt ☐ Ice ☐ Snow ☐ Unknown

Condition of Runway/Landing Surface *(Check all that apply)*

☑ Dry ☐ Snow-Compacted ☐ Water-Calm
☐ Holes ☐ Snow-Crusted ☐ Water-Choppy
☐ Ice Covered ☐ Snow-Dry ☐ Water-Glassy
☐ Rough ☐ Snow-Wet ☐ Wet
☐ Rubber Deposits ☐ Soft
☐ Slush-Covered ☐ Vegetation ☐ Unknown

Approach/Departure Segment *(Select one)*

○ Taxi ◉ VFR Departure ○ On Instrument Approach ○ Downwind ○ Low Approach
○ Takeoff ○ IFR Departure Procedure/Clearance ○ Landing ○ Base ○ Go Around
○ Initial Climb ○ Final ○ Aborted Landing (after touchdown)
○ Crosswind ○ Unknown

IFR Approach *(Check all that apply)*

☑ None

☐ ADF/NDB ☐ PAR ☐ MLS ☐ Practice
☐ SDF ☐ Sidestep ☐ LDA ☐ GPS
☐ VOR/TVOR ☐ ILS ☐ ASR
☐ VOR/DME ☐ Localizer Only ☐ Visual
☐ TACAN ☐ LOC-back course ☐ Contact
☐ RNAV ☐ Circling
☐ Unknown

VFR Approach *(Check all that apply)*

☑ None

☐ Traffic Pattern ☐ Stop and Go
☐ Straight-In ☐ Touch and Go
☐ Valley/Terrain Following ☐ Simulated Forced Landing
☐ Go Around ☐ Forced Landing
☐ Full Stop ☐ Precautionary Landing
☐ Unknown

"FLIGHT CREWMEMBER 1" INFORMATION

"Flight Crewmember 1" Responsibilities at the Time of Accident/Incident

(•) Pilot ( ) Co-Pilot ( ) Student Pilot ( ) Flight Instructor ( ) Check Pilot ( ) Flight Engineer ( ) Other Flight Crew

"Flight Crewmember 1" was pilot flying [☑] Yes [ ] No

"Flight Crewmember 1" Identification

First Name: Ryan
Middle Initial: T
Last Name: Mizoguchi
City of Residence: Port Angeles
State: WA ZIP: 98362
Country: USA
Age at time of Accident/Incident: 23 Date of Birth: [redacted]1994 *mm/dd/yyyy*
Certificate Number: [redacted]

Degree of Injury
( ) None ( ) Fatal
(•) Minor ( ) Unknown
( ) Serious

Seat Occupied
(•) Left ( ) Front ( ) Unknown
( ) Right ( ) Rear
( ) Center ( ) Single

Restraint Type

Available	Used
( ) None	( ) None
( ) Lap only	( ) Lap only
(•) 3-point	(•) 3-point
( ) 4-point	( ) 4-point
( ) 5-point	( ) 5-point
( ) Unknown	( ) Unknown

Inflatable Restraints
[☑] Not Installed
[ ] Installed
[ ] Not Deployed
[ ] Deployed
[ ] Unknown

Pilot Certificate(s) *(Check all that apply)*
[ ] None [☑] Flight Instructor [☑] Commercial [ ] US Military
[ ] Private [ ] Recreational [ ] Airline Transport [ ] Foreign
[ ] Student [ ] Sport [ ] Flight Engineer

Principal Occupation
(•) Pilot
( ) Other
( ) Unknown

Medical Certificate
( ) None ( ) Class 3
( ) Class 1 ( ) Driver's License (Sport Pilot only)
(•) Class 2 ( ) Unknown

Medical Certificate Validity
(•) Without limitations/waivers ( ) Unknown
( ) With limitations/waivers ( ) N/A
( ) Special Issuance

Date of Last Medical
04/05/2018
mm/dd/yyyy

Medical Certificate Limitations

Medical Certificate Special Issuance

Date of Last Flight Review or Equivalent, Including FAR 121/135 Checks: 04/14/2018 *mm/dd/yyyy*

Flight Review Aircraft
Make: Cessna
Model: TU-206F

Airplane Rating(s) *(Check all that apply)*
[ ] None
[☑] Single-Engine Land
[ ] Single-Engine Sea
[☑] Multiengine Land
[ ] Multiengine Sea

Other Aircraft Rating(s) *(Check all that apply)*
[☑] None
[ ] Airship
[ ] Balloon
[ ] Glider
[ ] Gyroplane
[ ] Helicopter
[ ] Powered Lift

Instrument Rating(s) *(Check all that apply)*
[ ] None
[☑] Airplane
[ ] Helicopter
[ ] Powered Lift

Instructor Rating(s) *(Check all that apply)*
[ ] None
[☑] Airplane Single-Engine
[ ] Airplane Multi-Engine
[ ] Gyroplane
[ ] Powered Lift
[ ] Instrument Airplane
[ ] Instrument Helicopter
[ ] Helicopter
[ ] Glider
[ ] Sport

Type Ratings

Student Endorsements *(Include dates)*

Flight Time *(Enter appropriate number of hours in each box)*	All Aircraft	This Make & Model	Airplane Single Engine	Airplane Multiengine	Night	Instrument		Rotorcraft	Glider	Lighter Than Air
						Actual	Simulated			
Total Time	1,390		1,350	40	122	6	8			
Pilot in Command (PIC)	1,280	808	1,255	25	116	6	3			
Time as Instructor	470	460	470	0	36					
This Make/Model					71	3	2			
Last 90 Days	235	151	235	0	28	6	3			
Last 30 Days	87	57	87	0	4	2	2			
Last 24 Hours	6	3	6	0	0	0	0			

"FLIGHT CREWMEMBER 2" INFORMATION

"Flight Crewmember 2" Responsibilities at the Time of Accident/Incident

○ Pilot ○ Co-Pilot ○ Student Pilot ○ Flight Instructor ○ Check Pilot ○ Flight Engineer ○ Other Flight Crew

"Flight Crewmember 2" was pilot flying ☐ Yes ☐ No

"Flight Crewmember 2" Identification

First Name: _____ City of Residence: _____

Middle Initial: _____ State: _____ ZIP: _____

Last Name: _____ Country: _____

Age at time of Accident/Incident: _____ Date of Birth: _____ *mm/dd/yyyy*

Certificate Number: _____

Degree of Injury

○ None ○ Fatal
○ Minor ○ Unknown
○ Serious

Seat Occupied

○ Left ○ Front ○ Unknown
○ Right ○ Rear
○ Center ○ Single

Restraint Type

Available	Used
○ None	○ None
○ Lap only	○ Lap only
○ 3-point	○ 3-point
○ 4-point	○ 4-point
○ 5-point	○ 5-point
○ Unknown	○ Unknown

Inflatable Restraints

☐ Not Installed
☐ Installed
☐ Not Deployed
☐ Deployed
☐ Unknown

Pilot Certificate(s) *(Check all that apply)*

☐ None ☐ Flight Instructor ☐ Commercial ☐ US Military
☐ Private ☐ Recreational ☐ Airline Transport ☐ Foreign
☐ Student ☐ Sport ☐ Flight Engineer

Principal Occupation

○ Pilot
○ Other
○ Unknown

Medical Certificate

○ None ○ Class 3
○ Class 1 ○ Driver's License (Sport Pilot only)
○ Class 2 ○ Unknown

Medical Certificate Validity

○ Without limitations/waivers ○ Unknown
○ With limitations/waivers ○ N/A
○ Special Issuance

Date of Last Medical

_____
mm/dd/yyyy

Medical Certificate Limitations

Medical Certificate Special Issuance

Date of Last Flight Review or Equivalent, Including FAR 121/135 Checks: _____ *mm/dd/yyyy*

Flight Review Aircraft

Make: _____

Model: _____

Airplane Rating(s) *(Check all that apply)*

☐ None
☐ Single-Engine Land
☐ Single-Engine Sea
☐ Multiengine Land
☐ Multiengine Sea

Other Aircraft Rating(s) *(Check all that apply)*

☐ None
☐ Airship
☐ Balloon
☐ Glider
☐ Gyroplane
☐ Helicopter
☐ Powered Lift

Instrument Rating(s) *(Check all that apply)*

☐ None
☐ Airplane
☐ Helicopter
☐ Powered Lift

Instructor Rating(s) *(Check all that apply)*

☐ None
☐ Airplane Single-Engine
☐ Airplane Multi-Engine
☐ Gyroplane
☐ Powered Lift
☐ Instrument Airplane
☐ Instrument Helicopter
☐ Helicopter
☐ Glider
☐ Sport

Type Ratings

Student Endorsements *(Include dates)*

Flight Time *(Enter appropriate number of hours in each box)*	**All Aircraft**	**This Make & Model**	**Airplane Single Engine**	**Airplane Multiengine**	**Night**	**Instrument**		**Rotorcraft**	**Glider**	**Lighter Than Air**
						Actual	**Simulated**			
Total Time										
Pilot in Command (PIC)										
Time as Instructor										
This Make/Model										
Last 90 Days										
Last 30 Days										
Last 24 Hours										

ADDITIONAL FLIGHT CREWMEMBERS (Exclusive of cabin crew, complete the following information)

Crew Name and Address	Seat Occupied	Injury
First Name: ____ City of Residence: ____ Middle Initial: ____ State: ____ ZIP: ____ Last Name: ____ Country: ____	○ Left ○ Center ○ Right ○ Front ○ Rear ○ Single ○ Unknown	○ None ○ Minor ○ Serious ○ Fatal ○ Unknown

Pilot Certificate(s) *(Check all that apply)*	Restraint Type:	Inflatable Restraints
☐ None ☐ Private ☐ Student ☐ Flight Instructor ☐ Recreational ☐ Sport ☐ Commercial ☐ Airline Transport ☐ Flight Engineer ☐ US Military ☐ Foreign	**Available:** ○ None ○ Lap Only ○ 3-point ○ 4-point ○ 5-point ○ Unknown **Used:** ○ None ○ Lap Only ○ 3-point ○ 4-point ○ 5-point ○ Unknown	☐ Not Installed ☐ Installed ☐ Not Deployed ☐ Deployed ☐ Unknown
Type Rating/Endorsement for Accident/Incident Aircraft? ☐ Yes ☐ No **Total Flight Time at the Time of this Accident/Incident:** ____hrs		

Crew Name and Address	Seat Occupied	Injury
First Name: ____ City of Residence: ____ Middle Initial: ____ State: ____ ZIP: ____ Last Name: ____ Country: ____	○ Left ○ Center ○ Right ○ Front ○ Rear ○ Single ○ Unknown	○ None ○ Minor ○ Serious ○ Fatal ○ Unknown

Pilot Certificate(s) *(Check all that apply)*	Restraint Type:	Inflatable Restraints
☐ None ☐ Private ☐ Student ☐ Flight Instructor ☐ Recreational ☐ Sport ☐ Commercial ☐ Airline Transport ☐ Flight Engineer ☐ US Military ☐ Foreign	**Available:** ○ None ○ Lap Only ○ 3-point ○ 4-point ○ 5-point ○ Unknown **Used:** ○ None ○ Lap Only ○ 3-point ○ 4-point ○ 5-point ○ Unknown	☐ Not Installed ☐ Installed ☐ Not Deployed ☐ Deployed ☐ Unknown
Type Rating/Endorsement for Accident/Incident Aircraft? ☐ Yes ☐ No **Total Flight Time at the Time of this Accident/Incident:** ____hrs		

PASSENGER(S) / OTHER PERSONNEL (Include cabin crew; continue on separate sheet if necessary)

Name and Address	Seat	Injury	Restraint Type	Inflatable Restraints	Age
First Name: ____ City : ____ Middle Initial: ____ State: ____ ZIP: ____ Last Name: ____ Country: ____ ○ Crew ○ Passenger ○ Other	○ Left ○ Center ○ Right ○ Unknown Row: ____	○ None ○ Minor ○ Serious ○ Fatal ○ Unknown	**Available:** ○ None ○ Lap Only ○ 3-point ○ 4-point ○ 5-point ○ Unknown **Used:** ○ None ○ Lap Only ○ 3-point ○ 4-point ○ 5-point ○ Unknown	☐ Not Installed ☐ Installed ☐ Not Deployed ☐ Deployed ☐ Unknown	☐ Under 5 years *If Under 5,* ○ Child Restraint ○ Lap-Held ○ Unknown
First Name: ____ City : ____ Middle Initial: ____ State: ____ ZIP: ____ Last Name: ____ Country: ____ ○ Crew ○ Passenger ○ Other	○ Left ○ Center ○ Right ○ Unknown Row: ____	○ None ○ Minor ○ Serious ○ Fatal ○ Unknown	**Available:** ○ None ○ Lap Only ○ 3-point ○ 4-point ○ 5-point ○ Unknown **Used:** ○ None ○ Lap Only ○ 3-point ○ 4-point ○ 5-point ○ Unknown	☐ Not Installed ☐ Installed ☐ Not Deployed ☐ Deployed ☐ Unknown	☐ Under 5 years *If Under 5,* ○ Child Restraint ○ Lap-Held ○ Unknown
First Name: ____ City : ____ Middle Initial: ____ State: ____ ZIP: ____ Last Name: ____ Country: ____ ○ Crew ○ Passenger ○ Other	○ Left ○ Center ○ Right ○ Unknown Row: ____	○ None ○ Minor ○ Serious ○ Fatal ○ Unknown	**Available:** ○ None ○ Lap Only ○ 3-point ○ 4-point ○ 5-point ○ Unknown **Used:** ○ None ○ Lap Only ○ 3-point ○ 4-point ○ 5-point ○ Unknown	☐ Not Installed ☐ Installed ☐ Not Deployed ☐ Deployed ☐ Unknown	☐ Under 5 years *If Under 5,* ○ Child Restraint ○ Lap-Held ○ Unknown
First Name: ____ City : ____ Middle Initial: ____ State: ____ ZIP: ____ Last Name: ____ Country: ____ ○ Crew ○ Passenger ○ Other	○ Left ○ Center ○ Right ○ Unknown Row: ____	○ None ○ Minor ○ Serious ○ Fatal ○ Unknown	**Available:** ○ None ○ Lap Only ○ 3-point ○ 4-point ○ 5-point ○ Unknown **Used:** ○ None ○ Lap Only ○ 3-point ○ 4-point ○ 5-point ○ Unknown	☐ Not Installed ☐ Installed ☐ Not Deployed ☐ Deployed ☐ Unknown	☐ Under 5 years *If Under 5,* ○ Child Restraint ○ Lap-Held ○ Unknown

FLIGHT ITINERARY INFORMATION

Last Departure Point
Airport ID: KCLM
City: Port Angeles
State: WA
Country: USA

Time of Departure
Time: 0745
Time Zone: Pacific

Destination
Airport ID: KSHN
City: Shelton
State: WA
Country: USA

Type Flight Plan Filed
(•) None ( ) VFR/IFR
( ) Company VFR ( ) IFR
( ) Military VFR ( ) Unknown
( ) VFR
Activated? ( ) Yes ( ) No ( ) Unknown

Type of ATC Clearance/Service *(Check all that apply)*
☑ None ☐ Special VFR ☐ Special IFR ☐ VFR Flight Following ☐ Cruise
☐ VFR ☐ IFR ☐ VFR On Top ☐ Traffic Advisory ☐ Unknown / NA

Airspace where the accident/incident occurred *(Check all that apply)*
☐ Class A ☑ Class G ☐ Military Operations Area (MOA) ☑ Special
☐ Class B ☐ Demo Area ☐ Airport Advisory Area ☐ Air Traffic Control Area
☐ Class C ☐ Warning Area ☐ Jet Training Area ☐ Unknown
☐ Class D ☐ Prohibited Area ☐ TRSA
☐ Class E ☐ Restricted Area ☐ FAR 93

Altitude of In-Flight Occurrence: 0 ft msl

WEATHER INFORMATION AT THE ACCIDENT/INCIDENT SITE

Source of Pilot Weather Information *(Check all that apply)*
☑ National Weather Service ☐ Company
☐ Flight Service Station ☐ Military
☐ TV/Radio ☑ Internet
☐ Automated Report ☐ None
☐ Commercial Weather Service (DUATS) ☐ Unknown
☐ On-Board Weather

Weather Observation Facility
Facility ID: _____
Observation Time: _____
Time Zone: _____
Distance from Accident Site: _____ nm
Direction from Accident Site: _____ degrees true

Basic Conditions
(•) VMC
( ) IMC
( ) Unknown

Light Condition
( ) Dawn ( ) Dusk ( ) Dark Night ( ) Unknown
(•) Day ( ) Night ( ) Bright Night

Sky/Lowest Cloud Condition
(•) Clear ( ) Thin Broken
( ) Few ( ) Thin Overcast
( ) Partial Obscuration ( ) Unknown
( ) Scattered

Lowest Cloud Condition Height
_____ ft agl

Ceiling
(•) None (Clear) ( ) Obscured
( ) Broken ( ) Indefinite
( ) Overcast ( ) Unknown

Ceiling Height
_____ ft agl

Temperature: _____ (C) or 40 (F)
Dew Point: _____ (C) or 30 (F)
Altimeter Setting: 30.00 in. Hg
or _____ MB

Wind Direction
☐ Variable
-or-
Direction: 290 degrees true

Wind Speed
☐ Calm
☐ Light and Variable
-or-
Speed: 10 kts

Wind Gusts
☑ Not Gusting
-or-
Speed: _____ kts

Visibility 50+ miles
RVR: _____ feet
RVV: _____ miles
Density Altitude: 6000 ft

Intensity of Precipitation
( ) Light
( ) Moderate
( ) Heavy
(•) N/A
( ) Unknown

Type of Precipitation *(Check all that apply)*
☑ None ☐ Drizzle ☐ Freezing Rain
☐ Rain ☐ Ice Pellets ☐ Snow Shower
☐ Snow ☐ Snow Pellets ☐ Ice Pellets Shower
☐ Hail ☐ Snow Grains ☐ Freezing Drizzle
☐ Rain Showers ☐ Ice Crystals

Restriction to Visibility *(Check all that apply)*
☑ None ☐ Fog
☐ Blowing Dust ☐ Ground Fog
☐ Blowing Sand ☐ Haze
☐ Blowing Snow ☐ Ice Fog
☐ Blowing Spray ☐ Smoke
☐ Dust ☐ Unknown

Icing Forecast

Amount	Type
(•) None	( ) N/A
( ) Trace	( ) Rime
( ) Light	( ) Clear
( ) Moderate	( ) Mixed
( ) Severe	( ) Unknown
( ) Unknown	

Icing Actual

Amount	Type
(•) None	( ) N/A
( ) Trace	( ) Rime
( ) Light	( ) Clear
( ) Moderate	( ) Mixed
( ) Severe	( ) Unknown
( ) Unknown	

Turbulence

Type *(Check all that apply)*	Severity
☑ None	☐ Light
☐ Clear Air	☐ Moderate
☐ Terrain-Induced	☐ Severe
☐ Convective Turbulence	☐ Extreme

NOTAMs (D and FDC), AIRMETs, SIGMETs, PIREPs in effect at the time of the accident/incident:

DAMAGE TO AIRCRAFT AND OTHER PROPERTY

Aircraft Damage		Aircraft Fire		Aircraft Explosion	
○ None	◉ Substantial	◉ None	○ Both Ground and In-Flight	◉ None	○ Both Ground and In-Flight
○ Minor	○ Destroyed	○ In-Flight	○ Fire at Unknown Time	○ In-Flight	○ Explosion at Unknown Time
	○ Unknown	○ On-Ground	○ Unknown	○ On-Ground	○ Unknown

Description of Damage to Aircraft and Other Property *(Use additional sheet if necessary)*

Damage to the airframe and flaps. Wings were crumpled from the collision and nose wheel was detached. Significant impact on nose/cowling. Right side of aircraft is buried in snow.

NARRATIVE HISTORY OF FLIGHT (Please type or print in ink)

Describe what occurred in chronological order, including circumstances leading to and nature of accident/incident. Describe terrain and include wreckage distribution sketch if pertinent. Attach extra sheets if needed. State departure time and and location, services obtained, and intended destination. Provide as much detail as possible.

It was a normal morning flight. Woke up and checked weather, my route, the usual preflight planning. Nothing stood out. Gorgeous day in the PNW, light winds, and no significant NOTAMS. Normal preflight and run-up. I remember the mag check being good and the carb heat working. I took off to the west because of the winds so they weren't so light that they were insignificant, maybe 10 knots. I remember commenting to myself on the initial climb how beautiful of a day it was and how lucky I was to be flying.

I made my initial turn to the south-south east approaching the Elwah river. Looking back, it was at this point that the mistakes which would eventually lead to the termination of the flight began. The Swiss cheese, if you will, was taking shape.
The first mistake was my route. I could have climbed up the Elwah River Valley or just flew out around the Olympics. I have to admit that there were some hazardous attitudes in play including Invulnerability, Impulsivity, and Macho. I wish I had a better explanation for why I chose that route but the truth is: I had flown the same route to Shelton many times before and since it was such a nice day I thought it was a good time to mix it up a bit. I wasn't so cavalier as to take no consideration of this route. I was confident I had plenty of room to maneuver if I need to amend the route and unlimited visibility along the route. I knew I could always circle and climb VFR above any obstacles or terrain.

During the climb I remember flying over Heart of the Hills, which is a trail head I frequent so I knew what kind of terrain I was flying over. I wasn't looking at my instruments very much but I do remember noting a tailwind during the climb on course. I determined this using the difference between my ground speed as read on the GPS and my indicated airspeed.

At the time the tailwind motivated me to continue my climb at Vx. I was thinking that it would be most efficient to get to altitude as fast as possible and thereby take advantage of the tailwind for as long as possible. I knew that the tailwind would bring me to the mountains sooner and therefore reduce my climb performance, but I had a back up plan. If I wasn't able to climb over the ridge, I had plenty of time to turn around. I could circle or find another route without distraction due to the bluebird day.

As I continued the climb towards the ridge it became evident to me that I would not clear the ridge and I would eventually have to turn around. At the time I thought this was because of the density altitude. I knew I had passed 3000 so I was losing performance with every foot; and I was also aware that the season was just starting to turn from winter to spring so my performance couldn't rely on those cold winter morning temperatures. As I climbed my performance suffered and it was approximately 5 miles from the ridge that I remember thinking I would have no choice but to turn around. I didn't make the turn then, however. I waited a few more miles for no good reason. I hate to admit this but if I'm being honest: it was a beautiful day and I was enjoying the view.

My plan was simple. I was flying up a valley with tailwind. I was going to turn around and use my bank to shape the turn so that I would have enough altitude to climb over the ridge. Essentially, the shallower the bank, the longer the turn, the more time I would have to climb, the more altitude I could gain. I was going to make the turn as necessary to avoid the terrain, but also time it out so that I would have enough altitude to climb over the ridge. I was thinking about 7000 feet would easily clear any obstacles nearby. I knew as I made my turn that the tailwind would change to a headwind. I was planning on using that headwind to help me climb in the turn as well as increase my airspeed to avoid the stall. At this time I was climbing at Vx.

I realized I wasn't going to make it within the first 30 degrees of the turn. It just felt wrong. I wish I had more concrete evidence or information but I was looking outside for the most part so bear with my attempted explanation.

As I initiated the turn everything was normal but my sight picture quickly became worrying to me. I turned right, I don't know why, but it was a decision based on what I was looking at. I think I felt I was on the left side of the valley and I would have more room for a right turn. Whatever the reason, I turned right.

Within that first 30 degrees I realized that the snow on the mountain in front of me was getting close very quickly. I felt that a tighter turn

RECOMMENDATION (How could this accident/incident have been prevented?)

Operator/Owner Safety Recommendation

First, as I mentioned, I feel that hazardous attitudes on my part were the main culprit of this accident. I shouldn't have made such an impulsive decision to deviate from my normal route of flight. I was acting arrogantly, thinking that this sort of an accident wouldn't happen to me. Finally, I felt like I could handle the situation even if there were some inherent risks, which I don't think was unreasonable, but I never took the risks seriously enough and delayed any corrective action.

Obviously I could have chosen a different route of fight. I had already mentioned some alternative routs, but even just an lower ridge would have sufficed. The route selection could have been better, but, in my opinion, it did not play a significant part in the accident. Rather, my delay to turn around and take a more conservative flight path was the main cause. Had I made an early climbing 360, the route of flight would have been perfectly reasonable.

I have to mention the fact that I didn't make that 180 as soon as I realized it was going to be necessary. A HUGE mistake which I will certainly learn from.

Finally, I have to admit that my pre-flight action could have been more thorough. Although I met all the legal requirements for making this flight, I had not paid special attention to the details of the alternative routes as well as the micro-climates which would not be reflected in a normal weather brief.

MECHANICAL MALFUNCTION/FAILURE (If more space is needed, continue on separate sheet)

Was there Mechanical Malfunction/Failure? ☐ Yes ☑ No

(If yes, list the name of the part, manufacturer, part no., serial no., and describe the failure.)

Total Time/Cycles On Part

_____ Hours

_____ Cycles

Time Since This Part Inspected/Overhauled

_____ Hours

FUEL & SERVICES INFORMATION

Fuel on Board at Last Takeoff
(Convert from pounds, as necessary)

40 Gallons

Fuel Type

○ 80/87	○ 115/145	○ Jet B	○ Other, specify _____
◉ 100 Low Lead	○ Jet A	○ JP8	
○ 100/130	○ Jet A-1	○ Automotive	

Other Services, if Any, Prior to Departure

EVACUATION OF AIRCRAFT

Was an emergency evacuation of the aircraft performed? ☑ Yes ☐ No

Method of Exit – Describe how the occupants exited and how many occupants evacuated each location

The only occupant on board ,the pilot, exited using the pilots side door.

OTHER AIRCRAFT – COLLISION (If air or ground collision occurred, complete this section for *other* aircraft)

Aircraft Registration Number

Manufacturer: _____

Model: _____

Damage to Other Aircraft

☐ Destroyed ☐ Minor
☐ Substantial ☐ None

Registered Owner of Other Aircraft

Name: _____
City: _____
State: _____ ZIP: _____
Country: _____

Pilot of Other Aircraft

Name: _____
City: _____
State: _____ ZIP: _____
Country: _____

ADDITIONAL INFORMATION (Please type or print in ink)

Use this space if additional space is needed for any answers.

NARRATIVE HISTORY OF FLIGHT CONTINUED...

As I initiated the turn everything was normal but my sight picture quickly became worrying to me. I turned right, I don't know why, but it was a decision based on what I was looking at. I think I felt I was on the left side of the valley and I would have more room for a right turn. Whatever the reason, I turned right.

Within that first 30 degrees I realized that the snow on the mountain in front of me was getting close very quickly. I felt that a tighter turn would help me shallow the angle with which I was approaching terrain, and also turn more quickly thereby reducing my tailwind and increasing my headwind.

Passing 30 degrees things started happening very quickly. This is where the airplane began to get away from me. I had stopped climbing, obvious from my sight picture, perhaps started a decent. I had also noticed my fight controls feeling less and less effective. At this point I remember a couple things very vividly. The snow was now 3/4 of my windshield and I had started putting some foreword pressure on my yoke even though I remember having a thought: You are starting to get pretty low to the ground, and you should be getting that headwind any second.

Approaching 90 degrees I began to shallow out my turn as I began to make use of all the reserve stores of energy on the aircraft. Passing 90 degrees the nose dropped. My mind registered it as a stall and I remember initiating a stall recovery, elevator forward, power was already full. For the record, I don't remember a stall horn. I think that in the chaos I just moved it to the background of my mind and cannot consciously remember it, rather than it actually not going off, but I thought it was an important detail.

After that everything happened so quickly its hard to know what I did and what just happened. I remember falling and the impact. Turning on my ELT and trying to get someone on the radio. Calling my emergency contact and exiting the aircraft.

From this narrative I was hoping to leave it up to the reader to make a determination about how/what I should have done having gotten myself into the situation I did. I don't want to make excuses but I still can't account for everything that happened in those moments. I have spent a decent amount of time stalling Cessna 172s and there were a couple abnormalities. I never felt the airspeed begin to give life back to the flight controls. Given the time, brief though it was, I had to recover I should have felt at least a bit of effectiveness return to the fight controls. Also I have to say that the ground did come up very quickly. I don't normally practice stalls that close to terrain so my relative perspective must come into account when I say I feel like the plane fell with extra vigor.

Regardless, I should have never been in that position in the first place and my pre-fight planning would have taken me along a different route. My decision to change my route, as well as my hazardous attitudes were the primary contributors to this accident.

I HEREBY CERTIFY THAT THE ABOVE INFORMATION IS COMPLETE AND ACCURATE TO THE BEST OF MY KNOWLEDGE

Date of this Report
05/10/2018
mm/dd/yyyy

Name of Pilot/Operator: Ryan Mizoguchi

Signature: _____

-- or -- ☑ Check here to electronically sign this document

If a Person Other than Pilot/Operator is Filing Report

Name: _____ **Title:** _____

Signature: _____

-- or -- ☑ Check here to electronically sign this document

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NTSB Accident/Incident No.	Reviewed by NTSB Regional Office	Name of Investigator	Date Report Received
GAA18CA248	GAAID	HICKS	10MAY2018