



Aviation Investigation Final Report

Location:	Stoney Point, North Carolina	Accident Number:	ERA22LA177
Date & Time:	April 2, 2022, 18:50 Local	Registration:	N2656V
Aircraft:	Cessna 170	Aircraft Damage:	Substantial
Defining Event:	Collision during takeoff/land	Injuries:	2 Serious
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The airplane owner, who was a student pilot, reported that the pilot-rated passenger was the pilot flying. During landing, the airplane bounced and the owner took control of the airplane and initiated a go-around. He stated that the airplane was slow to climb with the flaps fully extended and they cleared the first tree line but impacted another tree farther away from the airstrip. The owner reported he did not recall anything after the tree contact but did say that there was nothing mechanically wrong with the airframe or engine. The airplane came to rest upright among small diameter trees in a nose-low, tail high attitude with the right wing substantially damaged.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The pilot’s failure to retract the flaps during a go-around from a bounced landing, which resulted in a collision with trees then terrain.

Findings

Aircraft	Configuration - Incorrect use/operation
Aircraft	TE flap control system - Incorrect use/operation
Personnel issues	Use of equip/system - Pilot

Factual Information

History of Flight

Approach-VFR go-around	Collision during takeoff/land (Defining event)
Uncontrolled descent	Collision with terr/obj (non-CFIT)

Pilot Information

Certificate:	Student	Age:	52, Male
Airplane Rating(s):	None	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Lap only
Instrument Rating(s):	None	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	October 26, 2020
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	755 hours (Total, all aircraft), 155 hours (Total, this make and model), 755 hours (Pilot In Command, all aircraft), 20 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft)		

Pilot-rated passenger Information

Certificate:	Private	Age:	68, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	Lap only
Instrument Rating(s):	None	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3 Without waivers/limitations	Last FAA Medical Exam:	January 15, 2015
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	(Estimated) 416 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N2656V
Model/Series:	170 Undesignated Series	Aircraft Category:	Airplane
Year of Manufacture:	1948	Amateur Built:	
Airworthiness Certificate:	Normal; Utility	Serial Number:	18166
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	February 1, 2021 Annual	Certified Max Gross Wt.:	2200 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	3250 Hrs	Engine Manufacturer:	Continental
ELT:	Not installed	Engine Model/Series:	O-300
Registered Owner:	On file	Rated Power:	145 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KSVH,965 ft msl	Distance from Accident Site:	7 Nautical Miles
Observation Time:	18:55 Local	Direction from Accident Site:	143°
Lowest Cloud Condition:		Visibility	10 miles
Lowest Ceiling:	Overcast / 10000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	3 knots /	Turbulence Type Forecast/Actual:	Unknown / None
Wind Direction:	140°	Turbulence Severity Forecast/Actual:	Unknown / N/A
Altimeter Setting:	29.96 inches Hg	Temperature/Dew Point:	15°C / 1°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Taylorsville, NC (NC58)	Type of Flight Plan Filed:	None
Destination:	Stoney Point , NC	Type of Clearance:	None
Departure Time:		Type of Airspace:	Unknown

Airport Information

Airport:	Steve Miller Airstrip	Runway Surface Type:	Grass/turf
Airport Elevation:	950 ft msl	Runway Surface Condition:	Dry
Runway Used:	2	IFR Approach:	None
Runway Length/Width:	1391 ft / 90 ft	VFR Approach/Landing:	Go around;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Substantial
Passenger Injuries:	1 Serious	Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	2 Serious	Latitude, Longitude:	35.856363,-81.043316(est)

Administrative Information

Investigator In Charge (IIC):	Monville, Timothy
Additional Participating Persons:	Derek H. Jackson; FAA/FSDO; Charlotte, NC
Original Publish Date:	July 1, 2022
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=104877

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The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).