



# Aviation Investigation Final Report

<b>Location:</b>	Santa Ynez, California	<b>Accident Number:</b>	WPR24LA181
<b>Date &amp; Time:</b>	June 5, 2024, 16:39 Local	<b>Registration:</b>	N9567L
<b>Aircraft:</b>	Cessna 172P	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Aerodynamic stall/spin	<b>Injuries:</b>	1 Serious
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The student pilot reported that he performed two go-arounds, and on the third attempt to land, he experienced two “bumps” followed by a gust of wind which aggravated the third “bump” into an oscillation that slammed the airplane into the ground, and it became airborne. The pilot performed a “touch-and go procedure” According to the pilot, while on climb out, he heard “the engine die” and began the procedures for an emergency landing without engine power. While in a left turn to avoid obstacles, the airplane stalled and subsequently entered a spin.

A witness reported that they observed the airplane on the third landing, and that it landed hard, bounced multiple times, and struck the tail and possibly the propeller before it began to climb. The witness stated that the airplane then turned left and about 150 to 200 ft above ground level (agl), it banked left and then descended and impacted the ground. They added that the engine sounded like it was at full rpm until it impacted the ground.

The pilot stated that there were no mechanical malfunctions or failures 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 failure to maintain airspeed which resulted in exceedance of the critical angle of attack and an aerodynamic stall/spin, with insufficient altitude for recovery.

The student pilot's exceedance of the critical angle of attack which resulted in a stall and subsequent spin during a go-around.

## Findings

<b>Personnel issues</b>	Aircraft control - Pilot
<b>Aircraft</b>	Airspeed - Not attained/maintained

## Factual Information

### History of Flight

<b>Landing-aborted after touchdown</b>	Abnormal runway contact
<b>Maneuvering-low-alt flying</b>	Off-field or emergency landing
<b>Maneuvering-low-alt flying</b>	Aerodynamic stall/spin (Defining event)

### Pilot Information

<b>Certificate:</b>	Student	<b>Age:</b>	27,Male
<b>Airplane Rating(s):</b>	None	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	3-point
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>	Class 1 With waivers/limitations	<b>Last FAA Medical Exam:</b>	December 14, 2021
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	112 hours (Total, all aircraft), 15.5 hours (Total, this make and model), 4 hours (Pilot In Command, all aircraft), 21.2 hours (Last 90 days, all aircraft), 12.7 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N9567L
<b>Model/Series:</b>	172P	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	1986	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	17276579
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	April 4, 2024 100 hour	<b>Certified Max Gross Wt.:</b>	2550 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	7910.5 Hrs at time of accident	<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	C126 installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	O-360-A4M
<b>Registered Owner:</b>	CP AVIATION INC	<b>Rated Power:</b>	180
<b>Operator:</b>	On file	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	KIZA, 671 ft msl	<b>Distance from Accident Site:</b>	0 Nautical Miles
<b>Observation Time:</b>	16:35 Local	<b>Direction from Accident Site:</b>	299°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	9 knots / None	<b>Turbulence Type Forecast/Actual:</b>	None / None
<b>Wind Direction:</b>	250°	<b>Turbulence Severity Forecast/Actual:</b>	N/A / N/A
<b>Altimeter Setting:</b>	29.84 inches Hg	<b>Temperature/Dew Point:</b>	29°C / 17°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Santa Paula, CA (SZP)	<b>Type of Flight Plan Filed:</b>	VFR
<b>Destination:</b>	Santa Ynz, CA (IZA)	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	16:00 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	Santa Ynez Airport/Kunkle Field IZA	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	674 ft msl	<b>Runway Surface Condition:</b>	Dry;Rough
<b>Runway Used:</b>	26	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	2803 ft / 75 ft	<b>VFR Approach/Landing:</b>	Full stop

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Serious	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	N/A	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>		<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 Serious	<b>Latitude, Longitude:</b>	34.60824,-120.08484(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Salazar, Fabian
<b>Additional Participating Persons:</b>	Frank Motter; Federal Aviation Administration; Van Nuys, CA
<b>Original Publish Date:</b>	February 12, 2025
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class 4</a>
<b>Note:</b>	The NTSB did not travel to the scene of this accident.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=194409">https://data.nts.gov/Docket?ProjectID=194409</a>

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