



Aviation Investigation Final Report

Location:	MOSES LAKE, Washington	Accident Number:	SEA99LA030
Date & Time:	January 15, 1999, 17:33 Local	Registration:	N9326B
Aircraft:	Cessna 175	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Serious, 1 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot stated that while on final approach to the runway, the aircraft drifted from the center line and he initiated a go-around. During the go-around procedure, the stall warning horn sounded and the aircraft collided with the terrain. The aircraft impacted the terrain approximately 400 feet southeast of the approach end of the runway and slid another 65 feet before coming to rest on the runway. No evidence was found to indicate a mechanical failure or malfunction.

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 adequate airspeed which resulted in an inadvertent stall.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: GO-AROUND (VFR)

Findings

1. (C) AIRSPEED - INADEQUATE - PILOT IN COMMAND
2. (F) STALL - INADVERTENT - PILOT IN COMMAND

Factual Information

On January 15, 1999, about 1733 pacific standard time, a Cessna 175, N9326B, operated by the pilot as a 14 CFR 91 personal flight, was substantially damaged when it collided with the ground during a go-around maneuver at the Moses Lake Municipal Airport, Moses Lake, Washington. Visual meteorological conditions prevailed and no flight plan was filed for the local flight. The private pilot received minor injuries and his passenger sustained serious injuries. There was no fire and the pilot reported that the ELT had actuated. The flight originated from the Moses Lake Airport approximately one hour prior to the accident.

The pilot stated that while on final approach to runway 16, the aircraft drifted to the left of center line and he elected to initiate a go-around. The pilot reported that, "About this time the stall horn went off. The only memory I have after this is seeing the field (ground) coming up and thinking keep it straight, level and nose up." The aircraft collided with the ground approximately 400 feet southeast of the approach end of runway 16, and slid another 65 feet before coming to rest on the runway.

At 1652, the Moses Lake weather was winds from 120 degrees at four knots. Visibility was 10 miles with clear sky's.

An FAA inspector from the Spokane, Washington Flight Standards District Office inspected the aircraft after the accident and reported that there was no evidence found to indicate a mechanical failure or malfunction.

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 3 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	September 30, 1998
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	125 hours (Total, all aircraft), 36 hours (Total, this make and model), 57 hours (Pilot In Command, all aircraft), 6 hours (Last 90 days, all aircraft), 2 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N9326B
Model/Series:	175 175	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	55126
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	August 15, 1998 Annual	Certified Max Gross Wt.:	2350 lbs
Time Since Last Inspection:	32 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	3120 Hrs	Engine Manufacturer:	Continental
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	GO-300-A
Registered Owner:	JILL ANN DUDIK BROSS	Rated Power:	175 Horsepower
Operator:	JOHN H. BROSS	Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Night/dark
Observation Facility, Elevation:	MWH ,1185 ft msl	Distance from Accident Site:	305 Nautical Miles
Observation Time:	16:52 Local	Direction from Accident Site:	5°
Lowest Cloud Condition:	Scattered / 11000 ft AGL	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	100°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	3°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	16:30 Local	Type of Airspace:	Class G

Airport Information

Airport:	MOSES LAKE MUNICIPAL WA40	Runway Surface Type:	Asphalt
Airport Elevation:	1205 ft msl	Runway Surface Condition:	Dry
Runway Used:	16	IFR Approach:	None
Runway Length/Width:	1800 ft / 50 ft	VFR Approach/Landing:	Go around

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	1 Serious	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious, 1 Minor	Latitude, Longitude:	47.569679,-122.630203(est)

Administrative Information

Investigator In Charge (IIC):	Hogenson, Dennis
Additional Participating Persons:	DONNIE WARE; SPOKANE , WA
Original Publish Date:	June 23, 2000
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=45648

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