



# Aviation Investigation Final Report

---

<b>Location:</b>	Lakeport, California	<b>Accident Number:</b>	GAA17CA119
<b>Date &amp; Time:</b>	January 6, 2017, 15:00 Local	<b>Registration:</b>	N8148T
<b>Aircraft:</b>	Cessna 175	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Ground collision	<b>Injuries:</b>	N/A
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

---

## Analysis

The pilot reported that he attempted to start the airplane but that "the starter did not engage the flywheel." He affirmed that he turned off the master switch and exited the airplane. He reported that he was alone when he pulled the propeller through, and the airplane started. The unoccupied airplane rolled across the tarmac and collided with the empennage of a parked airplane. Substantial damage was sustained to the left wing spar.

The pilot reported that there were no preaccident mechanical malfunctions or failures 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 pilot's failure to secure the airplane before pulling the propeller through, which resulted in the airplane rolling and subsequently colliding with a parked airplane.

## Findings

---

<b>Aircraft</b>	Tie-down/mooring - Incorrect use/operation
<b>Personnel issues</b>	Lack of action - Pilot
<b>Environmental issues</b>	Aircraft - Effect on operation

## Factual Information

### History of Flight

<b>Prior to flight</b>	Sys/Comp malf/fail (non-power)
<b>Prior to flight</b>	Ground collision (Defining event)

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	73, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	None
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	None
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Without waivers/limitations	<b>Last FAA Medical Exam:</b>	January 3, 2017
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	August 19, 2015
<b>Flight Time:</b>	(Estimated) 650 hours (Total, all aircraft), 311 hours (Total, this make and model), 571.2 hours (Pilot In Command, all aircraft), 10 hours (Last 90 days, all aircraft), 3.8 hours (Last 30 days, all aircraft), 0.6 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N8148T
<b>Model/Series:</b>	175 B	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	1960	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	17556848
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	December 20, 2016 Annual	<b>Certified Max Gross Wt.:</b>	2348 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	4140.65 Hrs as of last inspection	<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	O-360-A1A
<b>Registered Owner:</b>	On file	<b>Rated Power:</b>	175 Horsepower
<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>	KUKI,626 ft msl	<b>Distance from Accident Site:</b>	16 Nautical Miles
<b>Observation Time:</b>	22:56 Local	<b>Direction from Accident Site:</b>	300°
<b>Lowest Cloud Condition:</b>		<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	Overcast / 6000 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	/	<b>Turbulence Type Forecast/Actual:</b>	/ None
<b>Wind Direction:</b>		<b>Turbulence Severity Forecast/Actual:</b>	/ N/A
<b>Altimeter Setting:</b>	30.03 inches Hg	<b>Temperature/Dew Point:</b>	7°C / 1°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	HEALDSBURG, CA (HES )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Lakeport, CA (102 )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	11:30 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	LAMPSON FIELD 102	<b>Runway Surface Type:</b>	
<b>Airport Elevation:</b>	1380 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>		<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>		<b>VFR Approach/Landing:</b>	None

## Wreckage and Impact Information

<b>Crew Injuries:</b>	N/A	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	N/A	<b>Latitude, Longitude:</b>	38.990554,-122.900833(est)

## Administrative Information

**Investigator In Charge (IIC):** Hicks, Michael

**Additional Participating Persons:**

**Original Publish Date:** September 7, 2017

**Last Revision Date:**

**Investigation Class:** [Class](#)

**Note:** This accident report documents the factual circumstances of this accident as described to the NTSB.

**Investigation Docket:** <https://data.nts.gov/Docket?ProjectID=94632>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).