



Aviation Investigation Final Report

Location:	Lakeport, California	Accident Number:	GAA17CA119
Date & Time:	January 6, 2017, 15:00 Local	Registration:	N8148T
Aircraft:	Cessna 175	Aircraft Damage:	Substantial
Defining Event:	Ground collision	Injuries:	N/A
Flight Conducted Under:	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

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

Factual Information

History of Flight

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

Pilot Information

Certificate:	Private	Age:	73, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	None
Other Aircraft Rating(s):	None	Restraint Used:	None
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Without waivers/limitations	Last FAA Medical Exam:	January 3, 2017
Occupational Pilot:	No	Last Flight Review or Equivalent:	August 19, 2015
Flight Time:	(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

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

Airport Information

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

Wreckage and Impact Information

Crew Injuries:	N/A	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	N/A	Latitude, Longitude:	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>

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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](#).