

**Wreckage Examination
NTSB Accident Number
ERA22FA161**

ACCIDENT

Location:	Dahlonega, GA
Date:	March 19, 2022
Time:	1852 EDT
Aircraft:	Cessna 172H
Registration	N1410F

PARTICIPANTS (On Scene)

Robert J Gretz
Sr. Air Safety Investigator
National Transportation Safety Board
Eastern Region Aviation

Andrew Hall
Textron
Wichita, KS

HISTORY OF FLIGHT

On March 19, 2022, about 1852 eastern daylight time, a Cessna 172H, N1410F, was substantially damaged when it was involved in an accident near Dahlonega, Georgia. The private pilot was fatally injured. The airplane was operated as a Title 14 *Code of Federal Regulations* Part 91 personal flight.

Review of ADS-B data revealed that the airplane departed Athens/Ben Epps Airport (AHN), Athens, Georgia, at 1817. According to witnesses and a private security video, the airplane flew a straight in approach to runway 33 at Lumpkin County-Wimpys Airport (9A0), Dahlonega, Georgia. Runway 33 was 3,024 ft long and 50 ft wide. The airplane approached about 100 kts with the flaps retracted. It touched down nosegear first and bounced twice. Toward the end of the runway, engine noise increased, and the airplane began a climb to clear trees, however, it stalled and spun left, before impacting a residential yard beyond the departure end of the runway.

**Wreckage Examination
NTSB Accident Number
ERA22FA161**



PERSONNEL INFORMATION

Pilot information provided to NTSB IIC by FAA inspector Andre Cummings. The pilot's logbook was copied at the accident site via digital photographs.

AIRCRAFT INFORMATION

The airplane was manufactured in 1966 and powered by a Lycoming O-360-A1A, 180-hp engine equipped with a two-blade Hartzell constant speed propeller. Maintenance logbook excerpts were copied at the accident site via digital photographs.

METEOROLOGICAL INFORMATION

KGVL 192253Z AUTO 29013G22KT 10SM CLR 14/03 A3003

COMMUNICATIONS

ADS-B data obtained.

FLIGHT RECORDERS

An iPad and a copy of digital security video footage were retained.

WRECKAGE AND IMPACT INFORMATION

The wreckage came to rest upright, oriented about a 120° magnetic heading. Both wing tanks were breached, and a strong odor of fuel was present at the accident site. Additionally, the fire department had placed sediment below the right wing to absorb fuel on the ground. An approximate 65-ft debris path was observed along a magnetic course of 270°, beginning with tree scars about 50 ft up. A branch was recovered along the debris path; it exhibited an approximate 45° cut with gray paint transfer. An approximate 3-ft by 2-ft, by 1-ft deep crater was observed along the path, about 10 ft from the wreckage. The wreckage remained intact. Both wings exhibited leading edge damage with the left wing exhibiting more at the

Wreckage Examination
NTSB Accident Number
ERA22FA161

outboard half. The flaps and ailerons remained attached to their respective wing. The empennage remained intact and canted left; it was undamaged except for left horizontal stabilizer leading edge damage. Flight control continuity was confirmed from all flight control surfaces to the cabin area. Measurement of the flap actuator corresponded to a flaps retracted position. Measurement of the elevator trim jackscrew corresponded to a 10° trim tab up position; however, the trim wheel in the cockpit was set at the neutral/takeoff position. The cockpit area was crushed, but the pilot's 4-pt harness remained latched and was cut by rescue personnel.

The engine remained attached to the airframe and the propeller remained attached to the engine. Both propeller blades exhibited chordwise scratching and leading-edge gouging. The engine was retained for further examination.

MEDICAL AND PATHOLOGICAL INFORMATION

TBD.

WITNESS STATEMENTS AND CONTACT INFORMATION

Three witness statement were obtained by Andrew Cummings, FAA ATL FSDO

ADDITIONAL INFORMATION

Wreckage Recovery: Atlanta Air Recovery, Griffin, GA