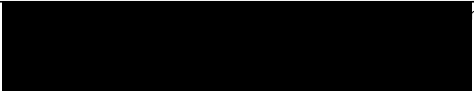


RECORD OF ☒ VISIT ☐ CONFERENCE OR ☐ TELEPHONE CALL		TIME 1:15 PM	DATE 02/25/2025												
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION Robert Mapes (PIC)		ROUTING <table border="1"> <tr> <th>SYMBOL</th> <th>INITIALS</th> </tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> </table>		SYMBOL	INITIALS										
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SUBJECT Argyle, NY Aircraft Incident (N1609Y)															
DIGEST Arrived on scene at the Argyle Airport (1C3) regarding an event which occurred on 02/20/2025. Airman arrived at the airport to conduct a flight in N1609Y a C-172. The airman's last flight logged was September 28th 2024 and the aircrafts first flight since completing its Annual on 02/04/2025. The pilot stated that the flight was planned to be a local flight. Conditions as reported by the PIC were light winds from the north and an ice covered runway. Prior to departure 10 gallons of additional fuel were added to the aircraft resulting in an approximate 30 gallons on board as reported by the pilot. The pilot stated that engine start, run-up and prolonged taxi were made to ensure the engine was near operating temperature. During run-up the pilot found no abnormalities and stated all gauges were indicating correctly. Mr. Mapes who was the sole occupant of the aircraft departed off runway 03 utilizing full length, 10 degrees flaps and noted no discrepancies in gauges or engine performance or sound during the takeoff roll. The aircraft was reported to have been climbing normally until approximately until 1/2 to 3/4 mile upwind leg with a pilot estimated altitude of 400-500 feet AGL. At such time the pilot noted a loss of oil pressure resulting in a readout of 0 and the engine making unusual sounds. The pilot made a turn to return to the airport and elected to land opposite direction on runway 21. Mr. Mapes															
CONCLUSION, ACTION TAKEN, OR REQUIRED Filed															
DATE 02/26/2025	TITLE Principal Operations Inspector	SIGNATURE													

DIGEST (CONT)

stated that he was concerned he would be unable to return to 03 if an full engine failure was to occur. The subsequent landing was reported to be slightly high, fast and utilized 20 degrees of flaps as verified. According to the airman the landing touchdown was long and with a slight tailwind. The aircraft over ran the end of the runway and came to rest inverted after impacting a snowbank on the approach end of runway 03. The pilot reported a slight bump on the head but no other injuries were present. Aircraft at time of arrival was found to be in a hanger inverted. Photos were taken of aircraft, basic maintenance records along with airman records. All information forwarded to IIC however no discrepancies noted in review of airman currency. During examination of aircraft it was noted that a large amount of oil was present on engine and belly of aircraft with no oil presenting from the top of the cowling. No visible engine damage was noted however oil cap was not secured. When questioned Mr. Mapes stated that he had removed the oil cap after the landing to see if there was any oil remaining within the engine. He reported seeing no additional oil. Primary damage noted was a bent left wing strut, broken windshield, wrinkled skin on wings and empennage including rudder.