

I'm James A. Mitchell, I am a CFII and Cessna 172N N734LJ owner at [REDACTED] Municipal Airport (S50). On October 10th 2023, I met Riley WAGNER, GA DL# [REDACTED], Private Pilot certificate 4803119, at the Auburn FBO, he showed interest receiving instrument training from me. I reviewed his log book looking for recency and flight experience. I reviewed his medical, drivers license and private pilot license. We came up with a plan on how to proceed with his instrument rating in my plane as well as him looking at N734LJ to ascertain its airworthiness.

October 17th 2023, Riley and I completed a renters checkout. Riley showed interested on renting N734LJ to fly to Yakima, WA [REDACTED] complete cross country time [REDACTED] a friend, Kyrl Dmytrovyh VELMA WA DL# [REDACTED], Private Pilot certificate [REDACTED], in Instrument upgrade training, on 18 October 2023.

During the renters checkout, I completed basic avionics knowledge, slow flight, stalls, steep turns, engine failure procedures, and ground reference maneuvers. After maneuvers we went back to Auburn for me to review his landings. On his first landing he approached high and slipped the plane with 30°. I admonished Riley for slipping with 30° on final trying to salvage an unstable approach. His second landing landed with no issue. His 3rd landing I had him abort the landing simulating "aircraft on runway, go around". Riley's "go around" procedures were satisfactory. During the landing roll of the last landing, Riley waited till we cleared the runway and completed the after landing checklist. He did not raise the flaps or attempt to "clean up the plane" until the after landing checklist. We concluded the Renter Checkout.

On 18 October 2023, Riley and Kyryl departed at Auburn 0940hrs(L). I was at home and I looked on FlightAware and noticed N734LJ deviating from the plan to go to Yakima. I noticed N734LJ going towards Ranger Creek (21W). I texted Riley and admonished him for going to another airport that was not what he was intending to go to. I texted him stating, "please don't go down and do mountain flying." Later that day, I noticed that on ForeFlight A/FD showed that Ranger Creek was closed 1 October - 1 June. I assumed that Riley and Kyryl were going to depart Ranger Creek and continue on to Yakima.

At 1348hrs(L), Riley Text me that he ran off the end of the runway at Bandera State (4W0). I drove to Bandera State. While in route I called a mutual friend of Riley and student of mine, Yuriy Sidorov. Yuriy stated that he was texting Riley a few days ago about landing at Bandera State. Yuriy brought up the fact that Bandera State was currently closed and he couldn't believe that Riley attempted to land there when knowing the airport is closed for the season. I arrived at Bandera State at 1511hrs(L) to see the plane at the west end of the runway upside down off of the runway in a vegetation ditch. I made contact with King County Sheriff Deputy Ken O'Neal who opened case #C23035664. I conducted an interview with Riley to see what happened. He stated that he came in high over the approach end tree line, in attempt to clear them and landed before midfield. He stated that the brakes failed on this landing. He landed at 4 other airports and they worked without issue. I walked the airport runway and noticed that grass was heavily wet. I identified N734LJ's landing tire tracks and they were consistent with Riley's statement landing before midfield. I identified tire tracks consistent with tires dragging or brakes locked up a quarter of a mile away from N734LJ's resting point. There was mud marks on both landing gear tires consistent with the tires dragging on the grass inconsistent with Riley's statement where the brakes failed. Upon examination of N734LJ, the flaps were in the UP position (0°). N734LJ's left wing was resting against a tree holding it up. The suspicion of Riley or Kyryl raising the flaps after impact was negated due to the tree damaging the flaps and resting against the tree rendering it unable to move or lift the flaps up.

I have documented the scene with 130 photos and 3 videos showing tire tracks, tires being dragged in the grass and how saturated with water the grass runway was. My professional conclusion is Riley's high approach, landing near midfield of a short airport approximately leaving him 1,172 feet remaining on a wet runway with flaps up. Riley may have raised the flaps upon touchdown in the effort to salvage the landings. Either no flaps or raising the flaps on the landing roll, Riley and Kyryl were too fast on this landing. I inspected the brake hydraulic lines, brake pads and observed everything to be in working order. An Annual Inspection for N734LJ was conducted in September 2023. Both Riley and Kyryl stated that they didn't think about doing a go-around on this landing.

At 2010hrs(L), Pro-Tow of North Bend, WA arrived on scene using a wench to bring N734LJ out of the ditch and back on the wheels. I secured the plane and left N734LJ there for the night.

19 October 2023, I contacted Jeff Poschwatta with AvTech Services to recover the aircraft and transport N734LJ to Auburn Municipal airport. Mr. Poschwatta verified the breaks were in working order.. The wings were removed before transportation.

[REDACTED]
Owner Ja [REDACTED]