



## National Transportation Safety Board Aviation Accident Factual Report

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<b>Location:</b>	FAIRBANKS, AK	<b>Accident Number:</b>	ANC96LA074
<b>Date &amp; Time:</b>	05/01/1996, 1800 AKD	<b>Registration:</b>	N3795L
<b>Aircraft:</b>	Cessna 172	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 None

**Flight Conducted Under:** Part 91: General Aviation - Instructional

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On May 1, 1996, approximately 1800 Alaska daylight time, a wheel equipped Cessna 172 airplane, N3795L, registered to and operated by Smith Aero Services of Fairbanks, Alaska, experienced a hard landing causing damage to the firewall while performing touch and go landings at Fairbanks International Airport, Fairbanks, Alaska. The instructional flight, operating under 14 CFR Part 91, departed Fairbanks for a local flight. No flight plan was filed and visual meteorological conditions prevailed. The certificated flight instructor and the student were not injured and the airplane received substantial damage.

During a telephone conversation with the flight instructor on May 24, 1996, she stated that during one of the landings the student flared higher than normal and the airplane struck the ground in a three point attitude. She felt that the landing was not unusually hard so they continued to perform touch and go landings. After the flight, the student, who had ten hours of total flight time, performed the walk around inspection and did not see any damage. The flight instructor did not perform the walk around inspection with the student. Approximately three days later, another instructor noticed that the control yoke would not move through its entire forward range of travel. Later examination showed that the firewall was bent and the surrounding structure was impeding the control yoke's movement.

The flight instructor believes that they did not cause the damage because during the remainder of their flight they did not encounter restrictions during the control yoke's movements. However, the company records show that the airplane had not flown since their flight.

The operator was sent an NTSB Form 6120.1/2 on May 28, 1996 and June 11, 1996. The flight instructor stated she did not feel this was an accident and she did not complete and return the NTSB Form 6120.1/2.

## Pilot Information

<b>Certificate:</b>	Flight Instructor; Commercial	<b>Age:</b>	48, Female
<b>Airplane Rating(s):</b>	Single-engine Land; Single-engine Sea	<b>Seat Occupied:</b>	Right
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	Airplane Single-engine	<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>	Class 2 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	05/30/1995
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	810 hours (Total, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N3795L
<b>Model/Series:</b>	172 172	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	17253964
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	Unknown	<b>Certified Max Gross Wt.:</b>	2220 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	Continental
<b>ELT:</b>		<b>Engine Model/Series:</b>	O-300-D
<b>Registered Owner:</b>	SMITH AERO SERVICES	<b>Rated Power:</b>	145 hp
<b>Operator:</b>	SMITH AERO SERVICES	<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	SM9V

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	90 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	16 °C
Precipitation and Obscuration:			
Departure Point:	(FAI)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	VFR
Departure Time:	0000	Type of Airspace:	Class D

## Airport Information

Airport:	FAIRBANKS INTERNATIONAL (FAI)	Runway Surface Type:	
Airport Elevation:	434 ft	Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Touch and Go

## Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	GEORGE KOBELNYK
Additional Participating Persons:	BOB HAXBY; FAIRBANKS, AK
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .