



# National Transportation Safety Board Aviation Accident Data Summary

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<b>Location:</b>	NIKISKI, AK	<b>Accident Number:</b>	ANC96LA112
<b>Date &amp; Time:</b>	08/02/1996, 2000 AKD	<b>Registration:</b>	N78108
<b>Aircraft:</b>	Cessna 172K	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

The pilot reported the airplane was approximately 50 to 75 feet above the runway, just entering the landing flare, when the airplane suddenly dropped and landed hard. The airplane bounced twice, collapsing the nose gear and the left main landing gear, and then nosed over. The pilot estimated the surface wind as a quartering headwind at 10 to 15 knots. He believes that he had sufficient airspeed prior to the sudden sinking of the airplane, and thinks he may have encountered windshear.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's inadequate compensation for wind conditions. A factor was the windshear.

## Findings

Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation: LANDING - FLARE/TOUCHDOWN

### Findings

1. (F) WEATHER CONDITION - WINDSHEAR  
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Occurrence #2: HARD LANDING  
Phase of Operation: LANDING - FLARE/TOUCHDOWN

### Findings

2. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND  
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Occurrence #3: NOSE GEAR COLLAPSED  
Phase of Operation: LANDING - FLARE/TOUCHDOWN

### Findings

3. LANDING GEAR, NOSE GEAR - OVERLOAD  
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Occurrence #4: NOSE OVER  
Phase of Operation: LANDING

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	22
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Instrument Rating(s):</b>	None
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	200 hours (Total, all aircraft), 159 hours (Total, this make and model), 200 hours (Pilot In Command, all aircraft), 11 hours (Last 90 days, all aircraft), 11 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N78108
<b>Model/Series:</b>	172K 172K	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	MATTHEW HIGHTOWER	<b>Engine Manufacturer:</b>	Lycoming
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	O-320-E2D
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	, 0 ft msl	<b>Weather Information Source:</b>	Pilot
<b>Lowest Ceiling:</b>	None / 0 ft agl	<b>Wind Speed/Gusts, Direction:</b>	15 knots / , 285°
<b>Temperature:</b>	18° C	<b>Visibility</b>	70 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	ANCHORAGE, AK (MRI)	<b>Destination:</b>	(L-3A)

## Airport Information

<b>Airport:</b>	MCGANN INDUSTRIAL (L-3A)	<b>Runway Surface Type:</b>	Gravel
<b>Runway Used:</b>	27	<b>Runway Surface Condition:</b>	Dry
<b>Runway Length/Width:</b>	2500 ft / 75 ft		

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	N/A	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Latitude, Longitude:</b>			

## Administrative Information

Investigator In Charge (IIC): JAMES D LABELLE Adopted Date: 02/18/1997

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 [pubinq@ntsb.gov](mailto:pubinq@ntsb.gov), or at 800-877-6799. Dockets released after this date are available at <http://dms.nts.gov/pubdms/>.

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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report.