



National Transportation Safety Board Aviation Accident Final Report

Location:	ANDERSON, SC	Accident Number:	ATL97LA032
Date & Time:	01/02/1997, 1700 EST	Registration:	N1445E
Aircraft:	Cessna 172N	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

According to the pilot, he touched down hard and bounced. He released back pressure on the control yoke and the nose of the airplane subsequently dropped. The airplane porpoised three times and came to a stop. The propeller had struck the runway, the nose gear was bent, the firewall was bent, and the fuselage underside was wrinkled.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's improper recovery from a bounced landing. A factor was the pilot's improper level off.

Findings

Occurrence #1: HARD LANDING
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (F) LEVEL OFF - IMPROPER - PILOT IN COMMAND
2. (C) RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND

Factual Information

On January 2, 1997, about 1700 eastern standard time, a Cessna 172N, N1445E, landed hard at the Anderson County Airport, Anderson, South Carolina. The airplane was operated under the provisions of Title 14 CFR Part 91, and visual flight rules. Visual meteorological conditions prevailed. A flight plan was not filed for the personal flight. The private pilot and his passenger were not injured, and the airplane was substantially damaged. Origination of the flight was Augusta, Georgia, about 1615, on the same day.

The pilot reported that his approach to landing was acceptable, crossing the threshold at 60 knots. At touch down the airplane ballooned, then porpoised three times onto the nose landing gear. The pilot examined the airplane after it had stopped on the runway. The nose gear was bent rearward and the fuselage underside was wrinkled. The pilot also indicated that it was his first flight in a 172, with his prior experience all in a 150. He stated that he received a checkout from the same FBO in a 152 in August 1996. When he rented the airplane for this flight, he was assigned N1445E.

Pilot Information

Certificate:	Private	Age:	40, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	10/29/1996
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	121 hours (Total, all aircraft), 3 hours (Total, this make and model), 121 hours (Pilot In Command, all aircraft), 9 hours (Last 90 days, all aircraft), 3 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N1445E
Model/Series:	172N 172N	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	17271004
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	12/26/1996, 100 Hour	Certified Max Gross Wt.:	2300 lbs
Time Since Last Inspection:	5 Hours	Engines:	1 Reciprocating
Airframe Total Time:	9381 Hours	Engine Manufacturer:	Lycoming
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-320-H2A0
Registered Owner:	AUGUSTA AVIATION, INC	Rated Power:	160 hp
Operator:	DAVID R. FITZPATRICK	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	AND, 782 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	1649 EST	Direction from Accident Site:	90°
Lowest Cloud Condition:	Scattered / 25000 ft agl	Visibility	7 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	240°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	19° C / 11° C
Precipitation and Obscuration:			
Departure Point:	AUGUSTA, GA (AGS)	Type of Flight Plan Filed:	None
Destination:	(AND)	Type of Clearance:	None
Departure Time:	1615 EST	Type of Airspace:	Class G

Airport Information

Airport:	ANDERSON COUNTY (AND)	Runway Surface Type:	Asphalt
Airport Elevation:	782 ft	Runway Surface Condition:	Dry
Runway Used:	23	IFR Approach:	None
Runway Length/Width:	5000 ft / 150 ft	VFR Approach/Landing:	Full Stop; Traffic Pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	PRESTON E HICKS	Report Date:	09/05/1997
Additional Participating Persons:	JOHN PIPKIN; WEST COLUMBIA, SC		
Publish Date:			
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 , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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