



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	MILTON, WV	<b>Accident Number:</b>	NYC97LA156
<b>Date &amp; Time:</b>	08/01/1997, 1650 EDT	<b>Registration:</b>	N80987
<b>Aircraft:</b>	Cessna 172M	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Instructional		

## Analysis

The pilot stated that this was his first approach to a runway less than 100 feet wide. During the landing flare on the 40 foot wide runway, the airplane bounced several times, drifted to the left side of the runway, and struck a runway light. The pilot then aborted the landing and added nose-up pitch. The student pilot stated, 'I bled off all my airspeed and stalled the aircraft.'

## Probable Cause

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

## Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT  
Phase of Operation: LANDING - ABORTED

### Findings

1. (C) RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
2. STALL - INADVERTENT - PILOT IN COMMAND

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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: DESCENT - UNCONTROLLED

## Pilot Information

<b>Certificate:</b>	Student	<b>Age:</b>	37
<b>Airplane Rating(s):</b>	None	<b>Instrument Rating(s):</b>	None
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	28 hours (Total, all aircraft), 28 hours (Total, this make and model), 22 hours (Last 90 days, all aircraft), 5 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N80987
<b>Model/Series:</b>	172M 172M	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	WADE HESTER	<b>Engine Manufacturer:</b>	Lycoming
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	O-320
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Instructional		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	HTS, 828 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	None / 0 ft agl	<b>Wind Speed/Gusts, Direction:</b>	4 knots / , Variable
<b>Temperature:</b>	28° C	<b>Visibility</b>	10 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	CINCINNATI, OH (LUK)	<b>Destination:</b>	(12V)

## Airport Information

<b>Airport:</b>	ONA AIRPARK (12V)	<b>Runway Surface Type:</b>	Asphalt
<b>Runway Used:</b>	7	<b>Runway Surface Condition:</b>	Dry
<b>Runway Length/Width:</b>	3160 ft / 40 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>	On-Ground
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None

Latitude, Longitude:

## Administrative Information

<b>Investigator In Charge (IIC):</b>	RANDI-JEAN KUKLA	<b>Adopted Date:</b>	06/21/2000
<b>Investigation Docket:</b>	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> .		

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