



National Transportation Safety Board Aviation Accident Final Report

Location:	VENICE, FL	Accident Number:	MIA99LA001
Date & Time:	10/01/1998, 1700 EDT	Registration:	N733HK
Aircraft:	Cessna 172N	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

During the fourth and final landing, the airplane touched down and bounced 2 or 3 times; during this time the throttle was at idle and the elevator control was full aft. After the airplane landed on the runway, he elected to perform a go-around and applied power but there was no response from the elevator. He aborted the takeoff and the airplane veered off the left side of the runway near the departure end of the runway. The pilot further stated that there was no preimpact failure or malfunction of the engine or flight controls. Postcrash inspection of the airplane revealed that the elevator flight control cables were binding due to the buckled floor in the cockpit area.

Probable Cause and Findings

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

Findings

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

Findings

1. (C) FLARE - IMPROPER - PILOT IN COMMAND
2. (C) RECOVERY FROM BOUNCED LANDING - DELAYED - PILOT IN COMMAND

Factual Information

On October 1, 1998, about 1700 eastern daylight time, a Cessna 172N, N733HK, registered to Huffman Aviation, Inc., dba Venice Flying Service, experienced a hard landing at the Venice Municipal Airport, Venice, Florida. Visual meteorological conditions prevailed at the time and no flight plan was filed for the 14 CFR Part 91 personal flight. The airplane was substantially damaged and the private-rated pilot and one passenger were not injured. The flight had originated about 1550 from the Venice Municipal Airport.

The pilot stated that he had performed three stop-and-go landings and after touchdown for a planned full stop landing, the airplane touched down and bounced two or three times. During this time, the throttle was at idle and the elevator control was full aft. He then elected to perform a go-around while on the ground and applied full power, but the airplane would not become airborne. He then aborted the go-around and the airplane veered off the left side of the runway near the departure end of the runway. The pilot further stated that there was no flight control or engine preimpact failure or malfunction. Postcrash inspection of the airplane revealed that the elevator flight controls were binding due to a buckled floor in the cockpit area.

Pilot Information

Certificate:	Private	Age:	39, 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:	01/28/1998
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	160 hours (Total, all aircraft), 20 hours (Total, this make and model), 85 hours (Pilot In Command, all aircraft), 14 hours (Last 90 days, all aircraft), 12 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N733HK
Model/Series:	172N 172N	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal; Utility	Serial Number:	17268305
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	08/03/1998, 100 Hour	Certified Max Gross Wt.:	2300 lbs
Time Since Last Inspection:	63 Hours	Engines:	1 Reciprocating
Airframe Total Time:	2502 Hours	Engine Manufacturer:	Lycoming
ELT:	Installed	Engine Model/Series:	O-320-H2AD
Registered Owner:	HUFFMAN AVIATION, INC.	Rated Power:	160 hp
Operator:	HUFFMAN AVIATION, INC.	Operating Certificate(s) Held:	None
Operator Does Business As:	VENICE FLYING SERVICE	Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	SRQ, 28 ft msl	Distance from Accident Site:	20 Nautical Miles
Observation Time:	1650 EDT	Direction from Accident Site:	346°
Lowest Cloud Condition:	Scattered / 2000 ft agl	Visibility	10 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	9 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	240°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	29° C / 27° C
Precipitation and Obscuration:			
Departure Point:	(VNC)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1550 EDT	Type of Airspace:	Class G

Airport Information

Airport:	VENICE MUNICIPAL (VNC)	Runway Surface Type:	Asphalt
Airport Elevation:	19 ft	Runway Surface Condition:	Dry
Runway Used:	22	IFR Approach:	
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):	TIMOTHY W MONVILLE	Report Date:	09/07/2000
Additional Participating Persons:	JERRELL E WILKEY; TAMPA, FL		
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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