



## National Transportation Safety Board Aviation Accident Factual Report

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<b>Location:</b>	FRIENDLY, MD	<b>Accident Number:</b>	IAD00LA061
<b>Date &amp; Time:</b>	07/01/2000, 1130 EDT	<b>Registration:</b>	N1688F
<b>Aircraft:</b>	Cessna 172H	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None

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

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On July 1, 2000, at 1130 Eastern Daylight Time, a Cessna 172H, N1688F, was substantially damaged during landing at the Potomac Airfield (VKX), Friendly, Maryland. The student pilot was not injured. Visual meteorological conditions prevailed for the solo instructional flight that originated at VKX, approximately 1120. No flight plan was filed for the flight conducted under 14 CFR Part 91.

In a written statement, the student pilot said:

"...I embarked upon my first supervised solo flight... This was to be a set of three takeoffs, completions of the traffic pattern, and landings.

"On final in the first flight, as I cleared the houses at the end of the runway, an updraft seemed to push the tail of the plane up and the aircraft to the right. I corrected to put the airplane back on the centerline. However, the landing was somewhat hard and with a side load. The airplane bounced twice. Although it veered to the left of the runway, the plane did not enter the grass. A bystander noticed that the skin on the plane was dented.

In a written statement, the student pilot's flight instructor stated he supervised the flight from the ground. According to the flight instructor:

"The first take-off and pattern was performed very well. On his first approach to land, an updraft at the end of the runway pushed [the student] off of the centerline. While correcting for the centerline, [the student] ballooned above the runway, added power to compensate, but still landed with an extreme side load due to the correction to get back on centerline.

"Afterwards, [the student], thinking that he had only landed hard, began to taxi back for his second circuit. While taxiing, an observer pointed out a dent in the aircraft. The flight was discontinued immediately to survey the damage [to] the aircraft."

In a telephone interview, the student pilot stated there were no mechanical deficiencies with

the airplane. He reported 39 hours of total flight experience, all of which was in the Cessna 172.

Weather reported at the Ronald Reagan Washington National Airport, 7 miles northwest of Potomac Airfield was scattered clouds at 7,000 feet with winds from 010 degrees at 5 knots.

### Pilot Information

<b>Certificate:</b>	Student	<b>Age:</b>	33, Male
<b>Airplane Rating(s):</b>	None	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	36 hours (Total, all aircraft), 36 hours (Total, this make and model), 6 hours (Last 90 days, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N1688F
<b>Model/Series:</b>	172H 172H	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	17255083
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	06/14/2000, Annual	<b>Certified Max Gross Wt.:</b>	2300 lbs
<b>Time Since Last Inspection:</b>	27 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	4985 Hours	<b>Engine Manufacturer:</b>	Continental
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	O-300-D
<b>Registered Owner:</b>	JOHN PARIS	<b>Rated Power:</b>	145 hp
<b>Operator:</b>	JOHN PARIS	<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>	ATC FLIGHT TRAINING CENTER	<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	DCA, 16 ft msl	Distance from Accident Site:	15 Nautical Miles
Observation Time:	1151 EDT	Direction from Accident Site:	340°
Lowest Cloud Condition:	Scattered / 7000 ft agl	Visibility	10 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	10°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	28° C / 13° C
Precipitation and Obscuration:			
Departure Point:	(VKX)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1120 EDT	Type of Airspace:	Class G

## Airport Information

Airport:	POTOMAC AIRFIELD (VKX)	Runway Surface Type:	Asphalt
Airport Elevation:	303 ft	Runway Surface Condition:	Dry
Runway Used:	6	IFR Approach:	None
Runway Length/Width:	2665 ft / 40 ft	VFR Approach/Landing:	Full Stop; Traffic Pattern

## Wreckage and Impact Information

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

## Administrative Information

Investigator In Charge (IIC):	BRIAN C RAYNER
Additional Participating Persons:	MARY PAT BAXTER; WASHINGTON, DC
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> .