



# National Transportation Safety Board Aviation Accident Data Summary

<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>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Instructional		

## Analysis

The student pilot departed on his first solo flight, completed a traffic pattern and returned for landing on Runway 06. He reported that on short final for the runway, an encounter with a gust of wind resulted in his loss of runway alignment and a hard landing with a 'side load' on the landing gear. A bystander noticed wrinkling of the airplane's skin as the airplane taxied and a subsequent examination of the airplane revealed substantial damage to the airframe. The student pilot reported that there were no mechanical deficiencies with the airplane. The winds reported at the time of the accident were from 010 degrees at 5 knots.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the student pilot's inadequate compensation for winds that resulted in his failure to maintain runway alignment and a hard landing.

## Findings

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

### Findings

1. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
2. LANDING GEAR, NOSE GEAR ATTACH POINT - BENT
3. (C) PROPER ALIGNMENT - NOT OBTAINED/MAINTAINED - PILOT IN COMMAND

## Pilot Information

<b>Certificate:</b>	Student	<b>Age:</b>	33
<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>	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>Engines:</b>	1 Reciprocating
<b>Operator:</b>	JOHN PARIS	<b>Engine Manufacturer:</b>	Continental
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	O-300-D
<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>	DCA, 16 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	None / 0 ft agl	<b>Wind Speed/Gusts, Direction:</b>	5 knots / , 10°
<b>Temperature:</b>	28° C	<b>Visibility</b>	10 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	(VKX)	<b>Destination:</b>	

## Airport Information

<b>Airport:</b>	POTOMAC AIRFIELD (VKX)	<b>Runway Surface Type:</b>	Asphalt
<b>Runway Used:</b>	6	<b>Runway Surface Condition:</b>	Dry
<b>Runway Length/Width:</b>	2665 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>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None

Latitude, Longitude:

## Administrative Information

<b>Investigator In Charge (IIC):</b>	BRIAN C RAYNER	<b>Adopted Date:</b>	12/04/2001
<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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