



National Transportation Safety Board Aviation Accident Final Report

Location:	PLAINFIELD, IL	Accident Number:	CHI90LA122
Date & Time:	05/02/1990, 1830 CDT	Registration:	N54093
Aircraft:	CESSNA 172P	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None

Flight Conducted Under: Part 91: General Aviation - Instructional

Analysis

THE SOLO STUDENT PILOT STATED THAT THE AIRCRAFT DEVELOPED A HIGH SINK RATE DURING THE LANDING SEQUENCE, WHICH RESULTED IN A HARD, BOUNCED LANDING. THE AIRCRAFT VEERED OFF THE RUNWAY BEFORE IT CAME TO A STOP. THE STUDENT PILOT REPORTED A TOTAL FLIGHT TIME OF 38 HOURS, OF WHICH 6.4 HOURS WERE AS PILOT-IN-COMMAND.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE STUDENT'S IMPROPER FLARE, IMPROPER RECOVERY FROM A BOUNCED LANDING, AND FAILURE TO MAINTAIN DIRECTIONAL CONTROL. THE CROSSWIND WAS A RELATED FACTOR.

Findings

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

Findings

1. (F) WEATHER CONDITION - CROSSWIND
2. (C) FLARE - IMPROPER - PILOT IN COMMAND
3. (C) RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND

Occurrence #2: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: LANDING

Findings

4. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Student	Age:	36, Male
Airplane Rating(s):	None	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:	11/03/1988
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	38 hours (Total, all aircraft), 7 hours (Total, this make and model), 7 hours (Pilot In Command, all aircraft), 2 hours (Last 90 days, all aircraft), 2 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N54093
Model/Series:	172P 172P	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	17274873
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	02/05/1990, 100 Hour	Certified Max Gross Wt.:	2400 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	3091 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed	Engine Model/Series:	O-320-D2J
Registered Owner:	EAGLE AVIATION, INC.	Rated Power:	160 hp
Operator:	A & M AVIATION	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	10 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	270°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	18° C / -3° C
Precipitation and Obscuration:			
Departure Point:	PLAINFIELD, IL (1C5)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1815 CDT	Type of Airspace:	Class G

Airport Information

Airport:	CLOW INTERNATIONAL (1C5)	Runway Surface Type:	Asphalt
Airport Elevation:	670 ft	Runway Surface Condition:	Dry
Runway Used:	36	IFR Approach:	None
Runway Length/Width:	3370 ft / 50 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):	JODI L REEVES	Report Date:	09/29/1992
Additional Participating Persons:	R. MCADAMS; WEST CHICAGO, IL		
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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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).