



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	SANTA ROSA, CA	<b>Accident Number:</b>	LAX90LA161
<b>Date &amp; Time:</b>	05/01/1990, 1745 PDT	<b>Registration:</b>	N4343F
<b>Aircraft:</b>	PIPER PA28-140	<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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## Analysis

THE STUDENT PILOT SAID THAT THE AIRCRAFT BOUNCED HARD ON LANDING AND SHE LOST CONTROL. SHE SAID THAT SHE WAS UNABLE TO RECOVER CONTROL AND THE AIRCRAFT BEGAN TO PORPOISE, EVENTUALLY COLLAPSING THE NOSE GEAR.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S IMPROPER RECOVERY FROM A BOUNCED LANDING.

## Findings

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Occurrence #1: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER  
Phase of Operation: LANDING - FLARE/TOUCHDOWN

### Findings

1. (C) RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
2. (C) PORPOISE/PILOT-INDUCED OSCILLATION - INADVERTENT - PILOT IN COMMAND

## Factual Information

### Pilot Information

<b>Certificate:</b>	Student	<b>Age:</b>	57, Female
<b>Airplane Rating(s):</b>	None	<b>Seat Occupied:</b>	Unknown
<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>		<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	05/09/1989
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	61 hours (Total, all aircraft), 4 hours (Total, this make and model), 2 hours (Pilot In Command, all aircraft), 3 hours (Last 90 days, all aircraft), 3 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	PIPER	<b>Registration:</b>	N4343F
<b>Model/Series:</b>	PA28-140 PA28-140	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>		<b>Serial Number:</b>	28-7725009
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	Unknown	<b>Certified Max Gross Wt.:</b>	2050 lbs
<b>Time Since Last Inspection:</b>	0 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed, activated	<b>Engine Model/Series:</b>	O-320
<b>Registered Owner:</b>	UNKNOWN	<b>Rated Power:</b>	150 hp
<b>Operator:</b>	REDWOOD AVIATION, INC.	<b>Operating Certificate(s) Held:</b>	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:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	290°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	-18°C / -18°C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	VFR
Departure Time:	1700 PDT	Type of Airspace:	

## Airport Information

Airport:	SANTA ROSA (STS)	Runway Surface Type:	Asphalt
Airport Elevation:	125 ft	Runway Surface Condition:	Dry
Runway Used:	32	IFR Approach:	None
Runway Length/Width:	5115 ft / 150 ft	VFR Approach/Landing:	Touch and Go

## 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):	JEFF RICH	Report Date:	11/23/1992
Additional Participating Persons:	JIM DIXON; OAKLAND, CA		
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 <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> .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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](#).