



# National Transportation Safety Board Aviation Accident Data Summary

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

## 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

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

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

## Pilot Information

<b>Certificate:</b>	Student	<b>Age:</b>	57
<b>Airplane Rating(s):</b>	None	<b>Instrument Rating(s):</b>	None
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</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

Aircraft Make:	PIPER	Registration:	N4343F
Model/Series:	PA28-140 PA28-140	Engines:	1 Reciprocating
Operator:	REDWOOD AVIATION, INC.	Engine Manufacturer:	LYCOMING
Operating Certificate(s) Held:	None	Engine Model/Series:	O-320
Flight Conducted Under:	Part 91: General Aviation - Instructional		

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Weather Information Source:	Pilot
Lowest Ceiling:	None / 0 ft agl	Wind Speed/Gusts, Direction:	5 knots / , 290°
Temperature:	-18°C	Visibility	10 Miles
Precipitation and Obscuration:			
Departure Point:	Destination:		

## Airport Information

Airport:	SANTA ROSA (STS)	Runway Surface Type:	Asphalt
Runway Used:	32	Runway Surface Condition:	Dry
Runway Length/Width:	5115 ft / 150 ft		

## 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
Latitude, Longitude:			

## Administrative Information

Investigator In Charge (IIC):	JEFF RICH	Adopted Date:	11/23/1992
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.