



National Transportation Safety Board Aviation Accident Data Summary

Location:	Culebras Island, PR	Accident Number:	ATL01LA086
Date & Time:	06/02/2001, 1400 EST	Registration:	N1278V
Aircraft:	Cessna R172-K	Injuries:	2 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

A Cessna R172-K was on approach to Flamenco Beach when the pilot reported that he encountered a downdraft approximately 15 feet over the runway. The pilot stated, that the downdraft pushed the airplane down hard onto the runway. A review of the weather data did not reveal any gust or downdrafts in the area at the time of the accident. Examination of the airplane revealed the lower part of the engine firewall was buckled, as well as the area underneath the fuselage behind the firewall.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be:
Pilots improper flare which resulted in a hard landing.

Findings

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

Findings
1. (C) FLARE - IMPROPER - PILOT IN COMMAND

Pilot Information

Certificate:	Private	Age:	43
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	159 hours (Total, all aircraft), 91 hours (Total, this make and model), 94 hours (Pilot In Command, all aircraft), 6 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N1278V
Model/Series:	R172-K	Engines:	1 Reciprocating
Operator:	Jose Ramos	Engine Manufacturer:	Continental
Operating Certificate(s) Held:	None	Engine Model/Series:	IO-360-K-1
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	SJU, 10 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	None	Wind Speed/Gusts, Direction:	9 knots / , 160°
Temperature:	32° C	Visibility	10 Miles
Precipitation and Obscuration:			
Departure Point:	CULEBRAS ISLAND, PR (CPX)	Destination:	Culebras Island, PR (CPX)

Airport Information

Airport:	Benjamin Rivera Noriega (CPX)	Runway Surface Type:	Unknown
Runway Used:	13	Runway Surface Condition:	Dry
Runway Length/Width:	2600 ft / 60 ft		

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Latitude, Longitude:	18.313056, -65.304167		

Administrative Information

Investigator In Charge (IIC):	BUTCH WILSON	Adopted Date:	05/21/2002
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/ .		

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.