



National Transportation Safety Board Aviation Accident Factual Report

Location:	Madison, MS	Accident Number:	MIA05CA065
Date & Time:	03/02/2005, 1255 CST	Registration:	N212CF
Aircraft:	Cessna 172	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None

Flight Conducted Under: Part 91: General Aviation - Instructional

On March 2, 2005, about 1255 central standard time, a Cessna 172, N212CF, registered to KEMS LLC and operated by Madison Flyers, as a Title 14 CFR Part 91 instructional flight, had a hard landing at the Bruce Campbell Field Airport, Madison, Mississippi. Visual meteorological conditions prevailed and no flight plan was filed. The student pilot received no injuries, and the airplane incurred substantial damage. The local flight originated earlier that day, about 1100.

The student pilot stated that after returning to Bruce Campbell Field the certified flight instructor (CFI) permitted her to conduct several solo flights. On her third landing, the airplane was within 10 feet of the ground when she flared. At this point, she felt a strong gust of wind and the airplane began to "balloon" back up. She attempted to maintain the airplane level to touch down, but it hit the runway and began to porpoise back up, as she attempted to maintain control. The airplane hit the runway hard again, she applied the brakes and proceeded to turn off at the taxiway but she felt like the airplane was a little "out of control," unable to control the turn, the left wheel went into the grass. Once stopped she radioed for the assistance of the CFI. The student pilot stated there were no mechanical failures or malfunction to the airplane or any of its systems prior to the accident.

The CFI stated that after returning to Bruce Campbell Field he had the student pilot stop and drop him off so she could perform several solo flights. He told her to fly multiple touch and goes and that he would listen for her on his hand held radio. He was only in the fixed based operators office for a short time when he was advised his student had the airplane in the grass. He then went out to the airplane and assisted the student by taxing the airplane back to the ramp.

The responding FAA accident inspector stated the student pilot was conducting her third solo landing when it appeared to her the landing was going to be long. She then pushed the airplane on down to the runway until it hit. Then it bounced back up hitting the runway much harder knocking her headset off. She regained control enough to keep the airplane from going all the way off the runway. After coming to a stop with the left wheel in the grass she called the fixed based operator and the CFI came out to aid her. The CFI stated he taxied the airplane

back to the ramp and shut it down. Inspection of the airplane revealed approximately 12 1/2 inches of the firewall to be creased. The airplanes belly and floor also had creases. The ailerons operated normally but, the elevator yoke was binding only on the pilots control column. The bracket holding the yoke was observed to be bent, from impact forces.

Student Pilot Information

Certificate:	Student	Age:	50, Female
Airplane Rating(s):	None	Seat Occupied:	Front
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:	09/30/2004
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	68 hours (Total, all aircraft), 35 hours (Total, this make and model), 4 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N212CF
Model/Series:	172	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	17280418
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	01/28/2005, Annual	Certified Max Gross Wt.:	2457 lbs
Time Since Last Inspection:	47.5 Hours	Engines:	1 Reciprocating
Airframe Total Time:	1758.6 Hours at time of accident	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	10360L2A
Registered Owner:	KEMS LLC	Rated Power:	160 hp
Operator:	KEMS LLC	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	GLH, 146 ft msl	Distance from Accident Site:	
Observation Time:	1153 CST	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 Miles
Lowest Ceiling:	Broken / 8000 ft agl	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	190°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.22 inches Hg	Temperature/Dew Point:	8° C / -4° C
Precipitation and Obscuration:			
Departure Point:	Madison, MS (KMBO)	Type of Flight Plan Filed:	VFR
Destination:	Madison, MS	Type of Clearance:	VFR
Departure Time:	1100 CST	Type of Airspace:	Class E

Airport Information

Airport:	Bruce Campbell Field Airport (KMBO)	Runway Surface Type:	Asphalt
Airport Elevation:		Runway Surface Condition:	Dry
Runway Used:	17	IFR Approach:	None
Runway Length/Width:	4444 ft / 75 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:	32.434167, -90.105000

Administrative Information

Investigator In Charge (IIC):	Jose Obregon
Additional Participating Persons:	Melvin J Athey; FSDO S007; Jackson, MS
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
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/ .