



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	Madison, MS	<b>Accident Number:</b>	MIA05CA065
<b>Date &amp; Time:</b>	03/02/2005, 1255 CST	<b>Registration:</b>	N212CF
<b>Aircraft:</b>	Cessna 172	<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 experienced a hard landing, and while she tried to taxi off the runway lost control of the aircraft and went on to the adjacent grass. The student pilot was on her third solo landing. According to the student pilot, during the landing flare the aircraft "ballooned" followed by the hard landing. The investigation revealed the airplane touched down twice on the runway during the landing. The examination of the aircraft revealed the firewall, and lower fuselage was damaged during the impact sequence.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's improper landing flare which resulted in substantial damage during the subsequent hard landing.

## Findings

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

### Findings

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

## Factual Information

### Student Pilot Information

<b>Certificate:</b>	Student	<b>Age:</b>	50, Female
<b>Airplane Rating(s):</b>	None	<b>Seat Occupied:</b>	Front
<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>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	09/30/2004
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	68 hours (Total, all aircraft), 35 hours (Total, this make and model), 4 hours (Pilot In Command, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N212CF
<b>Model/Series:</b>	172	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	17280418
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	01/28/2005, Annual	<b>Certified Max Gross Wt.:</b>	2457 lbs
<b>Time Since Last Inspection:</b>	47.5 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	1758.6 Hours at time of accident	<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	10360L2A
<b>Registered Owner:</b>	KEMS LLC	<b>Rated Power:</b>	160 hp
<b>Operator:</b>	KEMS LLC	<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:	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	Report Date:	04/28/2005
Additional Participating Persons:	Melvin J Athey; FSDO S007; Jackson, MS		
Publish Date:			
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 <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> .		

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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](#).