



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	San Jose, CA	<b>Accident Number:</b>	LAX05CA128
<b>Date &amp; Time:</b>	04/01/2005, 1325 PST	<b>Registration:</b>	N4789G
<b>Aircraft:</b>	Cessna 172N	<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 airplane landed hard as the student pilot was practicing a soft field landing. The student said he flared too high and reduced the power to idle at the same time, which resulted in a hard landing. The student had been practicing short and soft field takeoffs and landings with his instructor. The instructor believed the student pilot was ready to practice on his own. The accident flight was the student's fourth solo flight, and was an unsupervised solo.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the student pilot's misjudged landing flare, which resulted in a hard landing.

## Findings

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

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

## Factual Information

### Student Pilot Information

<b>Certificate:</b>	Student	<b>Age:</b>	19, Male
<b>Airplane Rating(s):</b>	None	<b>Seat Occupied:</b>	
<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>	
<b>Instructor Rating(s):</b>		<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>	Class 1	<b>Last FAA Medical Exam:</b>	01/24/2005
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	35 hours (Total, all aircraft), 35 hours (Total, this make and model)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N4789G
<b>Model/Series:</b>	172N	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal; Utility	<b>Serial Number:</b>	17273343
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	
<b>Date/Type of Last Inspection:</b>		<b>Certified Max Gross Wt.:</b>	
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>		<b>Engine Model/Series:</b>	O-320-H2AD
<b>Registered Owner:</b>	Norman O. Flisram	<b>Rated Power:</b>	
<b>Operator:</b>	American School of Aviation	<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:	SJC	Distance from Accident Site:	
Observation Time:	1353	Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 16000 ft agl	Visibility	10 Miles
Lowest Ceiling:	Broken / 20000 ft agl	Visibility (RVR):	
Wind Speed/Gusts:	11 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	320°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.16 inches Hg	Temperature/Dew Point:	22° C / 8° C
Precipitation and Obscuration:			
Departure Point:	San Jose, CA (KRHV)	Type of Flight Plan Filed:	None
Destination:	San Jose, CA (KRHV)	Type of Clearance:	VFR
Departure Time:	PST	Type of Airspace:	Class D

## Airport Information

Airport:	Reid Hillview (KRHV)	Runway Surface Type:	Asphalt
Airport Elevation:		Runway Surface Condition:	Dry
Runway Used:	31L	IFR Approach:	None
Runway Length/Width:	3099 ft / 75 ft	VFR Approach/Landing:	Full Stop

## Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	
Total Injuries:	1 None	Latitude, Longitude:	37.316667, -121.821944

## Administrative Information

Investigator In Charge (IIC):	Tealeye Cornejo	Report Date:	07/07/2005
Additional Participating Persons:	John Caulfield; Federal Aviation Administration; San Jose, CA		
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:pubinquiry@ntsb.gov">pubinquiry@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](#).