



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	Clearwater, FL	<b>Accident Number:</b>	MIA05CA121
<b>Date &amp; Time:</b>	05/02/2005, 0900 EDT	<b>Registration:</b>	N66113
<b>Aircraft:</b>	Cessna 172SP	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 None

**Flight Conducted Under:** Part 91: General Aviation - Personal

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## Analysis

The pilot stated that he was flying traffic patterns and was practicing landings to a full stop. His first landing was satisfactory, just landing beyond the runway numbers. The second traffic pattern was again satisfactory until he was on short final approach. His airspeed was too high, and the airplane touched down just passed the runway numbers and bounced "high". He misjudged the severity of the bounced landing and failed to apply engine power to correct the situation. The airplane immediately started to porpoise, and became "uncontrollable". The pilot stated there were no mechanical failures or malfunction to the airplane or any of its systems prior to the accident.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's improper flare and recovery from a bounced landing.

## Findings

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

### Findings

1. (C) FLARE - IMPROPER - PILOT IN COMMAND
2. (C) RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	63, Male
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Seat Occupied:</b>	Left
<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 With Waivers/Limitations	<b>Last Medical Exam:</b>	05/01/2004
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	05/01/2004
<b>Flight Time:</b>	154 hours (Total, all aircraft), 81 hours (Total, this make and model), 57 hours (Last 90 days, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Manufacturer:</b>	Cessna	<b>Registration:</b>	N66113
<b>Model/Series:</b>	172SP	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	17259782
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>		<b>Certified Max Gross Wt.:</b>	2550 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	I0360
<b>Registered Owner:</b>	Clearwater Airpark Flight School Inc.	<b>Rated Power:</b>	180 hp
<b>Operator:</b>	Clearwater Airpark Flight School Inc.	<b>Air Carrier Operating Certificate:</b>	None

## Meteorological Information and Flight Plan

Observation Facility, Elevation:	PIE	Observation Time:	0853
Distance from Accident Site:		Condition of Light:	Day
Direction from Accident Site:		Conditions at Accident Site:	Visual Conditions
Lowest Cloud Condition:	Clear	Temperature/Dew Point:	28°C / 20°C
Lowest Ceiling:	None	Visibility	8 Miles
Wind Speed/Gusts, Direction:	10 knots, 330°	Visibility (RVR):	
Altimeter Setting:	29.98 inches Hg	Visibility (RVV):	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Clearwater, FL (CLW)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	EDT	Type of Airspace:	

## Airport Information

Airport:	Clearwater Air Park (CLW)	Runway Surface Type:	Asphalt
Airport Elevation:		Runway Surface Condition:	Dry
Runway Used:	34	IFR Approach:	None
Runway Length/Width:	3300 ft / 75 ft	VFR Approach/Landing:	Traffic Pattern

## Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	
Total Injuries:	2 None		

## Administrative Information

Investigator In Charge (IIC):	Jose L Obregon	Adopted Date:	09/13/2005
Additional Participating Persons:	Murray Holine; Tampa FSDO		
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.