



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	Daytona Beach, FL	<b>Accident Number:</b>	MIA06CA014
<b>Date &amp; Time:</b>	11/01/2005, 1136 EST	<b>Registration:</b>	N442ER
<b>Aircraft:</b>	Cessna 172S	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Instructional		

## Analysis

The airplane landed hard. According to the pilot he did not apply adequate back-pressure to the control yoke during the landing flare and because of this, I bounced very roughly." He also stated that he executed a go-around after the hard landing, flew another traffic pattern, and landed without further incident. Postflight examination of the airplane revealed damage to the airplane's firewall. The pilot stated that prior to the accident there were no mechanical failures or malfunctions to the airplane, or any of its systems.

## Probable Cause

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

## Findings

Occurrence #1: HARD LANDING

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

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

## Pilot Information

<b>Certificate:</b>	Student	<b>Age:</b>	19
<b>Airplane Rating(s):</b>	None	<b>Instrument Rating(s):</b>	None
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	
<b>Flight Time:</b>	32 hours (Total, all aircraft), 29 hours (Total, this make and model)		

## Aircraft and Owner/Operator Information

<b>Aircraft Manufacturer:</b>	Cessna	<b>Registration:</b>	N442ER
<b>Model/Series:</b>	172S	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	EMBRY RIDDLE AERONAUTICAL UNIVERSITY	<b>Engine Manufacturer:</b>	Lycoming
<b>Air Carrier Operating Certificate:</b>	None	<b>Engine Model/Series:</b>	IO-360-L2A
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Instructional		

## Meteorological Information and Flight Plan

<b>Observation Facility, Elevation:</b>		<b>Weather Information Source:</b>	Unknown
<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Lowest Ceiling:</b>	
<b>Condition of Light:</b>	Day	<b>Wind Speed/Gusts, Direction:</b>	
<b>Temperature:</b>		<b>Visibility:</b>	
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	Melbourne, FL (KMLB)	<b>Destination:</b>	Daytona Beach, FL (KDAB)

## Airport Information

<b>Airport:</b>	Daytona Beach International (KDAB)	<b>Runway Surface Type:</b>	
<b>Runway Used:</b>	7R	<b>Runway Surface Condition:</b>	
<b>Runway Length/Width:</b>			

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	N/A	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	

## Administrative Information

**Investigator In Charge (IIC):** John W Lovell      **Adopted Date:** 02/28/2006

**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 [pubinquiry@ntsb.gov](mailto:pubinquiry@ntsb.gov), or at 800-877-6799. Dockets released after this date are available at <http://dms.ntsbt.gov/pubdms/>.

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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.