



National Transportation Safety Board Aviation Accident Final Report

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|--------------------------------|---|-------------------------|-------------|
| Location: | Carlisle, AR | Accident Number: | CEN09CA187 |
| Date & Time: | 03/01/2009, 1550 CST | Registration: | N739NP |
| Aircraft: | CESSNA 172N | Aircraft Damage: | Substantial |
| Defining Event: | Hard landing | Injuries: | 1 None |
| Flight Conducted Under: | Part 91: General Aviation - Instructional | | |

Analysis

Following six takeoffs and landings, the flight instructor exited the airplane to allow the student pilot to attempt her first solo flight. During the first solo landing, the airplane landed hard, experienced a bounced landing, and upon recovery the airplane impacted nose-low, deflating the nosewheel, damaging a propeller tip, and resulting in structural damage to the airplane's firewall. The airplane came to rest in an upright position and the student pilot was able to exit unassisted. There were no reported anomalies with the airplane's flight controls.

Probable Cause and Findings

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

Findings

Aircraft

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| Personnel issues | Incorrect action performance - Student pilot (Cause) |
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Factual Information

History of Flight

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|-------------------------|-------------------------------|
| Landing-flare/touchdown | Hard landing (Defining event) |
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Student Pilot Information

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|---------------------------|--|-----------------------------------|----------------------------|
| Certificate: | Student | Age: | 50, Female |
| Airplane Rating(s): | None | Seat Occupied: | Left |
| 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 With Waivers/Limitations | Last Medical Exam: | 07/15/2008 |
| Occupational Pilot: | No | Last Flight Review or Equivalent: | |
| Flight Time: | 49 hours (Total, all aircraft), 49 hours (Total, this make and model), 28 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft) | | |

Aircraft and Owner/Operator Information

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|-------------------------------|----------------------------|------------------------------------|-----------------|
| Aircraft Manufacturer: | CESSNA | Registration: | N739NP |
| Model/Series: | 172N | Aircraft Category: | Airplane |
| Year of Manufacture: | | Amateur Built: | No |
| Airworthiness Certificate: | Normal; Utility | Serial Number: | 17270676 |
| Landing Gear Type: | Tricycle | Seats: | 4 |
| Date/Type of Last Inspection: | 02/27/2009, AAIP | Certified Max Gross Wt.: | 2550 lbs |
| Time Since Last Inspection: | | Engines: | 1 Reciprocating |
| Airframe Total Time: | 3672 Hours | Engine Manufacturer: | LYCOMING |
| ELT: | Installed, not activated | Engine Model/Series: | O-320 SERIES |
| Registered Owner: | CENTRAL FLYING SERVICE INC | Rated Power: | 180 hp |
| Operator: | CENTRAL FLYING SERVICE INC | Air Carrier Operating Certificate: | None |

Meteorological Information and Flight Plan

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|----------------------------------|----------------------------------|------------------------------|-------------------|
| Observation Facility, Elevation: | | Observation Time: | |
| 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: | 8° C / -4° C |
| Lowest Ceiling: | None | Visibility | 10 Miles |
| Wind Speed/Gusts, Direction: | 7 knots, 330° | Visibility (RVR): | |
| Altimeter Setting: | 30 inches Hg | Visibility (RVV): | |
| Precipitation and Obscuration: | No Obscuration; No Precipitation | | |
| Departure Point: | Carlisle, AR (4M3) | Type of Flight Plan Filed: | None |
| Destination: | Carlisle, AR (4M3) | Type of Clearance: | None |
| Departure Time: | 1545 CST | Type of Airspace: | |

Airport Information

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|----------------------|----------------------------------|---------------------------|----------------------------|
| Airport: | Carlisle Municipal Airport (4M3) | Runway Surface Type: | Asphalt |
| Airport Elevation: | 241 ft | Runway Surface Condition: | Dry |
| Runway Used: | 36 | IFR Approach: | None |
| Runway Length/Width: | 4494 ft / 60 ft | VFR Approach/Landing: | Full Stop; Traffic Pattern |

Wreckage and Impact Information

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|---------------------|--------|---------------------|-------------|
| 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 | | |

Administrative Information

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|-----------------------------------|--|---------------|------------|
| Investigator In Charge (IIC): | Timothy LeBaron | Adopted Date: | 06/11/2009 |
| Additional Participating Persons: | Wesley Crook; Federal Aviation Administration; Little Rock, AR | | |
| Publish Date: | 06/11/2009 | | |
| 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/ . | | |

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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.