



National Transportation Safety Board Aviation Accident Final Report

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|--------------------------------|---|-------------------------|-------------|
| Location: | Elberton, GA | Accident Number: | ERA09CA318 |
| Date & Time: | 06/01/2009, 1500 EDT | Registration: | N8909W |
| Aircraft: | PIPER PA28 | Aircraft Damage: | Substantial |
| Defining Event: | Abnormal runway contact | Injuries: | 1 None |
| Flight Conducted Under: | Part 91: General Aviation - Instructional | | |

Analysis

The student pilot stated that he returned from a solo cross-country flight and entered the traffic pattern for landing. During touchdown, the airplane's nose pitched up and the pilot subsequently pulled back on the flight controls. The airplane became airborne, then settled and bounced a second time on the runway. After a third and more pronounced bounce, the nose gear collapsed and the airplane slid to a stop toward the left side of the runway. When the pilot was asked how the accident could have been prevented, he stated that he should have performed an aborted landing after the first bounce. Examination of the airplane revealed structural damage to the engine firewall, engine mount, and the rudder. The student pilot stated that he did not experience any mechanical problems with the airplane before the accident.

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) Aircraft control - Student pilot (Cause) |
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Factual Information

History of Flight

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| Landing-flare/touchdown | Abnormal runway contact (Defining event) |
| Landing-landing roll | Landing gear collapse |

Student Pilot Information

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|---------------------------|---|-----------------------------------|------------|
| Certificate: | Student | Age: | 36, Male |
| Airplane Rating(s): | None | Seat Occupied: | Left |
| Other Aircraft Rating(s): | None | Restraint Used: | Seatbelt |
| Instrument Rating(s): | None | Second Pilot Present: | No |
| Instructor Rating(s): | None | Toxicology Performed: | No |
| Medical Certification: | Class 3 Without Waivers/Limitations | Last Medical Exam: | 12/23/2008 |
| Occupational Pilot: | No | Last Flight Review or Equivalent: | 12/23/2008 |
| Flight Time: | 23 hours (Total, all aircraft), 16 hours (Total, this make and model), 4 hours (Pilot In Command, all aircraft), 5 hours (Last 90 days, all aircraft), 5 hours (Last 30 days, all aircraft) | | |

Aircraft and Owner/Operator Information

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|-------------------------------|-------------------------------|------------------------------------|-----------------|
| Aircraft Manufacturer: | PIPER | Registration: | N8909W |
| Model/Series: | PA28 235 | Aircraft Category: | Airplane |
| Year of Manufacture: | | Amateur Built: | No |
| Airworthiness Certificate: | Normal; Utility | Serial Number: | 28-10477 |
| Landing Gear Type: | Tricycle | Seats: | 4 |
| Date/Type of Last Inspection: | 05/15/2009, Annual | Certified Max Gross Wt.: | 2900 lbs |
| Time Since Last Inspection: | 5 Hours | Engines: | 1 Reciprocating |
| Airframe Total Time: | 3243 Hours | Engine Manufacturer: | LYCOMING |
| ELT: | C91A installed, not activated | Engine Model/Series: | O-540 |
| Registered Owner: | Echols Mill Aviation LLC | Rated Power: | 235 hp |
| Operator: | David W. Dye | Air Carrier Operating Certificate: | None |

Meteorological Information and Flight Plan

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|----------------------------------|----------------------------------|------------------------------|-------------------|
| Observation Facility, Elevation: | AND, 782 ft msl | Observation Time: | 1456 EDT |
| Distance from Accident Site: | 24 Nautical Miles | Condition of Light: | Day |
| Direction from Accident Site: | 20° | Conditions at Accident Site: | Visual Conditions |
| Lowest Cloud Condition: | Clear | Temperature/Dew Point: | 30° C / 15° C |
| Lowest Ceiling: | None | Visibility | 10 Miles |
| Wind Speed/Gusts, Direction: | Calm | Visibility (RVR): | |
| Altimeter Setting: | 30.06 inches Hg | Visibility (RVV): | |
| Precipitation and Obscuration: | No Obscuration; No Precipitation | | |
| Departure Point: | Milledgeville, GA (MLJ) | Type of Flight Plan Filed: | None |
| Destination: | Elberton, GA (27A) | Type of Clearance: | None |
| Departure Time: | 1420 EDT | Type of Airspace: | |

Airport Information

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|----------------------|-----------------------------|---------------------------|----------------------------|
| Airport: | Elbert County Airport (27A) | Runway Surface Type: | Asphalt |
| Airport Elevation: | 603 ft | Runway Surface Condition: | Dry |
| Runway Used: | 10 | IFR Approach: | None |
| Runway Length/Width: | 4000 ft / 75 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): | Shawn Etcher | Adopted Date: | 09/10/2009 |
| Additional Participating Persons: | Daniel C Klingler; FAA/FSDO; Atlanta, GA | | |
| Publish Date: | 09/10/2009 | | |
| Note: | This accident report documents the factual circumstances of this accident as described to the NTSB. | | |
| Investigation Docket: | http://dms.ntsb.gov/pubdms/search/dockList.cfm?mKey=73956 | | |

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.

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