



National Transportation Safety Board Aviation Accident Data Summary

Location:	Elberton, GA	Accident Number:	ERA09CA318
Date & Time:	06/01/2009, 1500 EDT	Registration:	N8909W
Aircraft:	PIPER PA28	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.

Flight Events

Landing-flare/touchdown - Abnormal runway contact
Landing-landing roll - Landing gear collapse

Probable Cause

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-Aircraft oper/perf/capability-Performance/control parameters-Landing flare-Incorrect use/operation - C
Personnel issues-Action/decision-Action-Incorrect action performance-Student pilot - C
Personnel issues-Task performance-Use of equip/info-Aircraft control-Student pilot - C

Student Pilot Information

Certificate:	Student	Age:	36
Airplane Rating(s):	None	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
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

Aircraft Manufacturer:	PIPER	Registration:	N8909W
Model/Series:	PA28 235	Engines:	1 Reciprocating
Operator:	David W. Dye	Engine Manufacturer:	LYCOMING
Air Carrier Operating Certificate:	None	Engine Model/Series:	O-540
Flight Conducted Under:	Part 91: General Aviation - Instructional		

Meteorological Information and Flight Plan

Observation Facility, Elevation:	AND, 782 ft msl	Weather Information Source:	Weather Observation Facility
Conditions at Accident Site:	Visual Conditions	Lowest Ceiling:	None
Condition of Light:	Day	Wind Speed/Gusts, Direction:	Calm
Temperature:	30°C / 15°C	Visibility	10 Miles
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Milledgeville, GA (MLJ)	Destination:	Elberton, GA (27A)

Airport Information

Airport:	Elbert County Airport (27A)	Runway Surface Type:	Asphalt
Runway Used:	10	Runway Surface Condition:	Dry
Runway Length/Width:	4000 ft / 75 ft		

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	Shawn Etcher	Adopted Date:	09/10/2009
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
Investigation Docket:	http://dms.nts.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.

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.