



National Transportation Safety Board Aviation Accident Data Summary

Location:	Ft. Pierce, FL	Accident Number:	ERA10CA208
Date & Time:	03/01/2010, 1535 EST	Registration:	N5460K
Aircraft:	CESSNA 172P	Injuries:	2 None
Flight Conducted Under:	Part 91: General Aviation - Instructional		

Analysis

According to the certified flight instructor, the student pilot was on approach for landing to runway 10 left. Prior to touchdown the student pilot pulled excessive back pressure on the elevator flight control and the airplane ballooned before touching down hard on the main landing gear. The flight instructor then took over the flight controls, made a go-around, and landed on another runway. The airplane received substantial damage to the rudder torque tube.

Flight Events

Landing-flare/touchdown - Hard landing

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The student pilot's improper flare and the flight instructor's delayed remedial action, resulting in a hard landing.

Findings

Aircraft-Aircraft oper/perf/capability-Performance/control parameters-Landing flare-Incorrect use/operation - C

Personnel issues-Task performance-Use of equip/info-Aircraft control-Student pilot - C

Personnel issues-Psychological-Attention/monitoring-Monitoring other person-Instructor/check pilot - C

Flight Instructor Information

Certificate:	Flight Instructor; Commercial; Private	Age:	26
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	Airplane Single-engine
Flight Time:	1140 hours (Total, all aircraft), 1000 hours (Total, this make and model), 950 hours (Pilot In Command, all aircraft), 220 hours (Last 90 days, all aircraft), 93 hours (Last 30 days, all aircraft)		

Student Pilot Information

Certificate:	Student	Age:	14
Airplane Rating(s):	None	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	24 hours (Total, all aircraft), 24 hours (Total, this make and model), 24 hours (Last 90 days, all aircraft), 24 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	CESSNA	Registration:	N5460K
Model/Series:	172P	Engines:	1 Reciprocating
Operator:	ARI BEN AVIATOR INC	Engine Manufacturer:	LYCOMING
Air Carrier Operating Certificate:	None	Engine Model/Series:	0-320-D2J
Flight Conducted Under:	Part 91: General Aviation - Instructional		

Meteorological Information and Flight Plan

Observation Facility, Elevation:	FPR, 24 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:	106 knots, 110°
Temperature:	19°C / 11°C	Visibility	10 Miles
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Ft. Pierce, FL (FPR)	Destination:	Ft. Pierce, FL (FPR)

Airport Information

Airport:	Sant Lucie County Intl (FPR)	Runway Surface Type:	Asphalt
Runway Used:	10L	Runway Surface Condition:	Dry
Runway Length/Width:	4000 ft / 75 ft		

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	Carrol A Smith	Adopted Date:	07/01/2010
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=75645		

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.