



National Transportation Safety Board Aviation Accident Final Report

Location:	Cambridge, MD	Accident Number:	ERA11CA408
Date & Time:	07/01/2011, 1130 EDT	Registration:	N789EP
Aircraft:	CESSNA 172S	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 she was completing her first solo cross-country flight. She landed the airplane on its main landing gear but it bounced. She then decreased the pitch of the airplane's nose, resulting in the nosewheel touching down independently of the main landing gear. The airplane's nosewheel strut broke loose from its attachments and was driven into the engine compartment, which resulted in substantial damage to the firewall. She was able to keep the airplane on the runway during the entire landing sequence and roll. She taxied the airplane off of the runway and did not report any mechanical anomalies with the aircraft.

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	Performance/control parameters - Not attained/maintained (Cause)
Personnel issues	Aircraft control - Pilot (Cause)

Factual Information

History of Flight

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

Student Pilot Information

Certificate:	Student	Age:	32, Female
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 1 Without Waivers/Limitations	Last Medical Exam:	01/13/2011
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	41 hours (Total, all aircraft), 41 hours (Total, this make and model), 3 hours (Pilot In Command, all aircraft), 41 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	CESSNA	Registration:	N789EP
Model/Series:	172S	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal; Utility	Serial Number:	172S8135
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	05/11/2011, 100 Hour	Certified Max Gross Wt.:	2550 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	3900 Hours	Engine Manufacturer:	LYCOMING
ELT:	Not installed	Engine Model/Series:	IO360 SER A&C
Registered Owner:	DREAM FLIGHT LLC	Rated Power:	200 hp
Operator:	BRETT AVIATION	Air Carrier Operating Certificate:	None

Meteorological Information and Flight Plan

Observation Facility, Elevation:	KCGE, 20 ft msl	Observation Time:	1128 EDT
Distance from Accident Site:	0 Nautical Miles	Condition of Light:	Day
Direction from Accident Site:		Conditions at Accident Site:	Visual Conditions
Lowest Cloud Condition:	Clear	Temperature/Dew Point:	25° C / 13° C
Lowest Ceiling:	None	Visibility	10 Miles
Wind Speed/Gusts, Direction:	7 knots, 340°	Visibility (RVR):	
Altimeter Setting:	30.02 inches Hg	Visibility (RVV):	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Baltimore, MD (MTN)	Type of Flight Plan Filed:	None
Destination:	Cambridge, MD (CGE)	Type of Clearance:	None
Departure Time:	EDT	Type of Airspace:	

Airport Information

Airport:	Cambridge - Dorchester Airport (CGE)	Runway Surface Type:	Asphalt
Airport Elevation:	20 ft	Runway Surface Condition:	Dry
Runway Used:	34	IFR Approach:	None
Runway Length/Width:	4477 ft / 75 ft	VFR Approach/Landing:	Full Stop; Traffic Pattern

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
Total Injuries:	1 None		

Administrative Information

Investigator In Charge (IIC):	Paul R Cox	Adopted Date:	10/17/2011
Additional Participating Persons:	Anthony Serio; FAA Baltimore FSDO; Baltimore, MD		
Publish Date:	10/17/2011		
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=81149		

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.