



National Transportation Safety Board Aviation Accident Final Report

Location:	Dinsmore, CA	Accident Number:	WPR12LA090
Date & Time:	02/03/2012, 1230 PST	Registration:	N3879S
Aircraft:	CESSNA 172E	Aircraft Damage:	Substantial
Defining Event:	Hard landing	Injuries:	1 Serious, 1 Minor
Flight Conducted Under:	Part 91: General Aviation - Instructional		

Analysis

According to postaccident statements from both pilots, the flight instructor took control of the airplane from the student pilot either at touchdown or just before. The airplane bounced several times after touchdown while veering to the right, and the right main wheel rolled off the 48-foot wide runway into the grass. The flight instructor added full engine power to go around. The flight instructor stated that he pulled back on the yoke to try to clear the trees beyond the end of the runway, and the airplane stalled and hit the ground. After the airplane's right wing tip contacted the ground, the airplane reversed direction and came to a stop. Shortly after the airplane came to rest, a postimpact fire began, which consumed the airplane. The student pilot, who was the airplane owner, reported no preimpact mechanical malfunctions or failures with the airplane that would have precluded normal operation.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The flight instructor's delayed remedial action, inadequate recovery from a bounced landing, and failure to attain/maintain adequate airspeed during an attempted go-around.

Findings

Aircraft	Landing flare - Not attained/maintained (Cause) Airspeed - Not attained/maintained (Cause)
Personnel issues	Aircraft control - Instructor/check pilot (Cause)

Factual Information

On February 3, 2012, about 1230 Pacific standard time, a Cessna 172E, N3879S, veered off runway 27 during an aborted landing at the Dinsmore (uncontrolled) airport, Dinsmore, California. The airplane came to rest in a field about 50 yards beyond the runway's end. A post impact ground fire occurred, which consumed the substantially damaged airplane. The commercial pilot holds a certified flight instructor (CFI) certificate, and he was seriously injured. The CFI was providing flight instruction to a student pilot, who was the airplane's registered owner. The student pilot was not injured. Visual meteorological conditions prevailed. The flight was performed under the provisions of 14 Code of Federal Regulations Part 91. No flight plan was filed. The flight originated about 1115.

The student pilot reported to the National Transportation Safety Board investigator that the CFI directed him to land at the Dinsmore airport. However, on final approach, the CFI took the flight controls away from him. The student released the controls, and he did not touch them again. The wing flaps were extended to the 30-degree setting, and the CFI attempted to land. After touching down on the runway, the airplane bounced several times, the right main wheel rolled off the 48-foot wide runway into the grass, and the CFI attempted to go around. The CFI added full engine power, and the stall warning sounded as the airplane veered back across the runway as it continued to bounce. After the airplane's right wing tip contacted the ground, the airplane reversed direction as it cartwheeled to a stop. Shortly after coming to rest, a post impact fire began, which consumed the airplane.

During a telephone conversation the CFI said they took off from Garberville about 1130 for an instructional session. He said he does not recall completely but believes he took over the controls either just after the student had landed or just before he touched down. The airplane was veering to the right and he decided to do a go around. The stall warning was going off during the go around at the west end of the runway. He said he was trying to go over the trees beyond the end of the runway; he pulled on the yoke to clear the trees and the airplane stalled and hit the ground.

The student pilot owner said there were no preimpact mechanical malfunctions or failures with the airplane.

History of Flight

Landing-flare/touchdown	Hard landing (Defining event)
Landing-aborted after touchdown	Attempted remediation/recovery Loss of control on ground Nose over/nose down

Flight Instructor Information

Certificate:	Flight Instructor; Commercial	Age:	65, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine; Instrument Airplane	Toxicology Performed:	No
Medical Certification:	Class 3 With Waivers/Limitations	Last Medical Exam:	10/01/2010
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	(Estimated) 3000 hours (Total, all aircraft)		

Student Pilot Information

Certificate:	Student	Age:	29, Male
Airplane Rating(s):	None	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	None	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Without Waivers/Limitations	Last Medical Exam:	02/01/2011
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	40 hours (Total, all aircraft), 32 hours (Total, this make and model), 12 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	CESSNA	Registration:	N3879S
Model/Series:	172E	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	17251079
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:		Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	CONT MOTOR
ELT:	Not installed	Engine Model/Series:	O-300-D
Registered Owner:	On file	Rated Power:	145 hp
Operator:	On file	Air Carrier Operating Certificate:	None

Meteorological Information and Flight Plan

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:	16 °C
Lowest Ceiling:	None	Visibility	10 Miles
Wind Speed/Gusts, Direction:	Light and Variable, Variable	Visibility (RVR):	
Altimeter Setting:		Visibility (RVV):	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Garberville, CA (O16)	Type of Flight Plan Filed:	None
Destination:	Dinsmore, CA (D63)	Type of Clearance:	None
Departure Time:	1115 PST	Type of Airspace:	

Airport Information

Airport:	Dinsmore (D63)	Runway Surface Type:	Asphalt
Airport Elevation:	2375 ft	Runway Surface Condition:	Dry
Runway Used:	27	IFR Approach:	None
Runway Length/Width:	2510 ft / 48 ft	VFR Approach/Landing:	Traffic Pattern

Wreckage and Impact Information

Crew Injuries:	1 Serious, 1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious, 1 Minor		

Administrative Information

Investigator In Charge (IIC):	Wayne R Pollack	Adopted Date:	02/14/2013
Additional Participating Persons:	Dave Jensen; Federal Aviation Administration; Oakland, CA		
Publish Date:	02/14/2013		
Investigation Docket:	http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=82812		

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