



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	Farmingdale, NY	<b>Accident Number:</b>	ERA12CA569
<b>Date &amp; Time:</b>	09/01/2012, 1130 EDT	<b>Registration:</b>	N2409E
<b>Aircraft:</b>	CESSNA 172S	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Hard landing	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Instructional		

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## Analysis

The student pilot was landing at the destination airport at the conclusion of a solo cross-country flight. He stated that he flared the airplane too high, resulting in a hard landing and propeller strike. A postaccident examination revealed substantial damage to the engine firewall and buckling of the lower fuselage. The pilot reported there were no mechanical malfunctions or anomalies 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 student pilot's improper landing flare, which resulted in a hard landing.

## Findings

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<b>Aircraft</b>	Landing flare - Not attained/maintained (Cause)
<b>Personnel issues</b>	Incorrect action performance - Student pilot (Cause)

## Factual Information

### History of Flight

Landing-flare/touchdown	Hard landing (Defining event)
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### Student Pilot Information

Certificate:	Student	Age:	51, 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 With Waivers/Limitations	Last Medical Exam:	05/17/2011
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	55 hours (Total, all aircraft), 55 hours (Total, this make and model), 6 hours (Last 90 days, all aircraft), 6 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

Aircraft Manufacturer:	CESSNA	Registration:	N2409E
Model/Series:	172S	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	172S10552
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	100 Hour	Certified Max Gross Wt.:	2550 lbs
Time Since Last Inspection:	77 Hours	Engines:	1 Reciprocating
Airframe Total Time:	2792 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	IO-360-L2A
Registered Owner:	NUTAC LEASING LLC	Rated Power:	180 hp
Operator:	Academy of Aviation	Air Carrier Operating Certificate:	None

## Meteorological Information and Flight Plan

Observation Facility, Elevation:	FRG, 80 ft msl	Observation Time:	1153 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:	29° C / 19° C
Lowest Ceiling:		Visibility	10 Miles
Wind Speed/Gusts, Direction:	4 knots, Variable	Visibility (RVR):	
Altimeter Setting:	30 inches Hg	Visibility (RVV):	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Bridgeport, CT (BDR)	Type of Flight Plan Filed:	VFR
Destination:	Farmingdale, NY (FRG)	Type of Clearance:	VFR
Departure Time:	1100 EDT	Type of Airspace:	

## Airport Information

Airport:	Republic Airport (FRG)	Runway Surface Type:	Asphalt
Airport Elevation:	80 ft	Runway Surface Condition:	Dry
Runway Used:	32	IFR Approach:	None
Runway Length/Width:	6833 ft / 150 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):	Allison N Violette	Adopted Date:	12/11/2012
Additional Participating Persons:	Matt Scallop; FAA/FSDO; Farmingdale, NY		
Publish Date:	12/11/2012		
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
Investigation Docket:	<a href="http://dms.ntsb.gov/pubdms/search/dockList.cfm?mKey=85088">http://dms.ntsb.gov/pubdms/search/dockList.cfm?mKey=85088</a>		

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