



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	McKinney, TX	<b>Accident Number:</b>	CEN13CA090
<b>Date &amp; Time:</b>	12/01/2012, 1330 CST	<b>Registration:</b>	N737TY
<b>Aircraft:</b>	CESSNA 172N	<b>Injuries:</b>	3 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Analysis

The pilot reported that windy conditions existed during the flight, but the wind was not a crosswind during landing. He said that the airplane touched down hard on the nosewheel, bounced, and then settled onto the runway. Postaccident examination of the airplane revealed that the nosewheel landing gear and propeller were bent, and the firewall sustained substantial damage. The pilot reported no mechanical malfunctions or failures that would have precluded normal operation.

## Flight Events

Landing - Abnormal runway contact  
Landing - Hard landing

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's inadequate flare, which resulted in a hard nosewheel 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-Pilot - C

Environmental issues-Conditions/weather/phenomena-Wind-(general)-Not specified

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	34
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Instrument Rating(s):</b>	None
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	(Estimated) 76 hours (Total, all aircraft), 11 hours (Total, this make and model), 23 hours (Pilot In Command, all aircraft), 4 hours (Last 90 days, all aircraft), 4 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Manufacturer:</b>	CESSNA	<b>Registration:</b>	N737TY
<b>Model/Series:</b>	172N	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	TEXINS ASSOCIATION	<b>Engine Manufacturer:</b>	LYCOMING
<b>Air Carrier Operating Certificate:</b>	None	<b>Engine Model/Series:</b>	O-320 SERIES
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Observation Facility, Elevation:</b>	KTKI	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Lowest Ceiling:</b>	Broken / 3600 ft agl
<b>Condition of Light:</b>	Day	<b>Wind Speed/Gusts, Direction:</b>	18 knots/ 24 knots, 200°
<b>Temperature:</b>	24°C / 16°C	<b>Visibility</b>	10 Miles
<b>Precipitation and Obscuration:</b>	No Precipitation		
<b>Departure Point:</b>	McKinney, TX (KTKI)	<b>Destination:</b>	McKinney, TX (KTKI)

## Airport Information

<b>Airport:</b>	Collin County Regional (KTKI)	<b>Runway Surface Type:</b>	Concrete
<b>Runway Used:</b>	18	<b>Runway Surface Condition:</b>	
<b>Runway Length/Width:</b>	7002 ft / 150 ft		

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	2 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Craig Hatch	<b>Adopted Date:</b>	04/10/2013
<b>Note:</b>	This accident report documents the factual circumstances of this accident as described to the NTSB.		
<b>Investigation Docket:</b>	<a href="http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=85741">http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=85741</a>		

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.