



# National Transportation Safety Board Aviation Accident Data Summary

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<b>Location:</b>	Pompano, FL	<b>Accident Number:</b>	GAA18CA064
<b>Date &amp; Time:</b>	11/16/2017, 1526 EST	<b>Registration:</b>	N75919
<b>Aircraft:</b>	CESSNA 172	<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

The pilot reported that, during landing, as the main landing gear touched down, he "felt like [the airplane] hit a[n] uneven section of the runway" and began to porpoise. The pilot was able to remedy the porpoise by using back pressure, and he taxied the airplane to the ramp without further incident. The airplane sustained substantial damage to the fuselage.

The pilot reported that there were no preaccident mechanical failures or malfunctions with the airplane that would have precluded normal operation.

## Flight Events

Landing - Abnormal runway contact  
Landing - Loss of control on ground

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The pilot's improper landing flare, which resulted in a porpoise.

## Findings

Aircraft-Aircraft oper/perf/capability-Performance/control parameters-Landing flare-Not attained/maintained - C  
Personnel issues-Task performance-Use of equip/info-Aircraft control-Pilot - C

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	44
<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) 64 hours (Total, all aircraft), 62 hours (Total, this make and model), 18 hours (Pilot In Command, all aircraft), 9 hours (Last 90 days, all aircraft), 6 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N75919
<b>Model/Series:</b>	172 N	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	On file	<b>Engine Manufacturer:</b>	LYCOMING
<b>Operating Certificate(s) Held:</b>	Pilot School (141)	<b>Engine Model/Series:</b>	O-320 SERIES
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	KPMP, 21 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	Broken / 8000 ft agl	<b>Wind Speed/Gusts, Direction:</b>	8 knots / , 360°
<b>Temperature:</b>	25° C	<b>Visibility</b>	10 Miles
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	KEY WEST, FL (EYW)	<b>Destination:</b>	Pompano, FL (PMP)

## Airport Information

<b>Airport:</b>	POMPANO BEACH AIRPARK (PMP)	<b>Runway Surface Type:</b>	Asphalt
<b>Runway Used:</b>	10	<b>Runway Surface Condition:</b>	Dry
<b>Runway Length/Width:</b>	3502 ft / 100 ft		

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Latitude, Longitude:</b>	26.248333, -80.110000 (est)		

## Administrative Information

Investigator In Charge (IIC):	Eric A Swenson	Adopted Date:	02/21/2018
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
Investigation Docket:	<a href="http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=96401">http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=96401</a>		

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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.