

National Transportation Safety Board Factual Data Collection Report of Accident

MIA07CA008

Aircraft Reg No: N401ER Most Critial Injury: None

Location/Time

Nearest City/Place: Ormond Beach, FL

Occurrence Date: 10/21/2006 Occurrence Time: 1315 EDT

Flight Itinerary

Last Depart, Point: Daytona Beach, FL

Destination: Same as Accident/Incident Location

Aircraft Information

Type of Aircraft: Airplane (not Homebuilt)
Make/Model: Cessna / 172S

Make/Model: Cessna / 1728 Serial Number: 172S10057 Landing Gear: Tricycle

Engine Type: Reciprocating
Engine Make/Model: Lycoming / IO-360-L2A

Aircraft Damage: Substantial Aircraft Fire: None

Operator Information

Registered Acft Owner: Wells Fargo Bank Northwest NA Trustee

Operator of Aircraft: Embry-Riddle Aeronautical University Operator Address: Daytona Beach, FL

Reg. Flt. Conducted Under: Part 91: General Aviation

Weather

Condition of Light: Day

Wx Cond. at Site: Visual Conditions

First Pilot Information

Cert(s)/Rating(s): Student Instrument Ratings: None Medical Cert: Class 1

Medical Cert: Class 1
Date of Last Med. Exam: 08/2005

Flight Time (Hours)

Total All Aircraft: 89 Total Make/Model: 89

Injury Summary

	<u>Fatal</u>	<u>Serious</u>	Minor/None
Crew	Ó	0	1
Pass	0	0	0

Narrative

*** This investigation is based on information furnished by the Pilot/Operator. Additional details may be found in the Form 6120.1***

On October 21, 2006, about 1315 eastern daylight time, a Cessna 172S, N401ER, registered to Wells Fargo Bank Northwest NA Trustee, operated by Embry-Riddle Aeronautical University, bounced during landing at the Ormond Beach Municipal Airport, Ormond Beach, Florida. Visual meteorological conditions prevailed at the time and no flight plan was filed for the 14 CFR Part 91 instructional flight from Daytona Beach International Airport, Daytona Beach, Florida, to Ormond Beach Municipal Airport. The airplane was substantially damaged and the student pilot, the sole occupant, was not injured. The flight originated about 1245, from Daytona Beach International Airport.

The pilot stated that the flight proceeded to the destination airport and was cleared by air traffic control to land on runway 8. The flight turned from the downwind leg onto base, then onto final approach and with 30-degrees of flaps extended, attempted to maintain 61 knots for the practice short field landing. She began to flare but felt the main landing gear wheels "skid against the pavement" and the airplane then became airborne. She maintained the aft elevator input and again felt the main landing gear wheels skid on the runway and the airplane became airborne again. After the third touchdown the airplane remained on the runway and she taxied to the ramp.

According to the NTSB "Pilot/Operator Aircraft Accident/Incident Report" form, a witness reported seeing a flat approach, contact with the runway, then the airplane porpoised. The recommendations section of the report indicates that a go-around should have been performed upon first indication of a faulty approach.

National Transportation Safety Board

Docket Contents

Project Information

Project ID (mkey) 64753

Mode

Aviation

NTSB Accident ID MIA07CA008

Occurrence Date Oct 21, 2006

Location

Ormond Beach, FL, United States

Docket Information

Creation Date

Last Modified

Dec 06, 2006

Dec 07, 2006 09:19

Public Release Date & Time

Dec 07, 2006 09:20

Comments

List of Co	ontents	Results 1 th Total Pages		
Document	Filing Date	Document Title	Pages	Photo
1	Dec 06, 2006	Pilot/Operator Aircraft Accident Report, NTSB Form 6120.1	10	

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Airspace where the acci-	dent occurred (Ch	eck all that appl	ν)			
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Chan B	Class G		Restricted Area	□π	RSA.	Air Traffic Control Area
Class C	Demo Area		Military Operations Area (MO	A) 🔲 F.	UR 93	Unknown
Class D	Warning Area		Airport Advisory Area			
Aircraft Load Description	on (Check all that ap	(עוקי				
None	Towing Glider	• • /	Parachutists	Пи	vestock	
Passengers	Towing Banner		Water		iknown	
Cargo	Other External		Chemical/Fortilizer/Scode			
FUEL & SEFENSE	S IMPORTANT	DAI .				- ; -
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Fuel on Board at Last T (convert from pounds, as nec		Fuel Type		4	—	
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Was there Mechanical I						Total Time/Cycles
(If yes, list the name of the po	ал, <mark>manuf</mark> acturer, par	t na, serial na,	and describe the failure.)			On Purt
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Aircraft Damage	Airgi ntial Min yed Dio	raft Fire one Flight		No.	ne [Flight [\(\frac{1}{2}\)
Aircraft Damage	Airgi ntial Min yed Dio	raft Fire	Both Ground and In-Flight	No.	ns [Both Ground and In-Flight
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Aircraft Damage None Substace Minor Destroy Description of Damage Prop Siri	to Aircraft and Other	raft Fire one -Flight -Ground her Property OF J CAM	Both Ground and In-Flight Unknown Origin (use additional sheet if necessary) (INCC), INCC)	No On On	ne E Flight C Ground	Both Ground and In-Flight
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Pilot "A" Responsibilities at	. /		_							
	Student Pilot	☐ Flight Inc	hruictor _	Check Pilot	☐ Flight	Engineer	Other F	light Crew		
Pilot "A" Identification										
First Name: Middle Initial: - Last Name:					ic: FL	tona sa	P: 3 <i>91</i>)	a5		
Age at time of Accident:	Q Date of H	1	19	187 Cei	tificate N	mber:	-			
Degree of Injury None Fatal Minor Unknown Serious	Right	Front Rear Single	Unknow	m Upod	-	_ > -] No	Shoulder H Used Available	PYos	□ № □ №
Plot Certificate(s) (Check all	that apply)									
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Principal Occupation N	Iedical Certificate	•		Med	lical Certi	ficate Val	idity	Date of La	ut Medica	1
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Medical Certificate Limitation	ons .									
MUST WEAR CON	erective (Lense	5							
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Date of Last Flight Review or Equivalent, Including		"	Review Airc	raft						
	or all diseases	Muke:		raft						
or Equivalent, Including FAR 121/135 Checks:	mun/dd/yyyy	Make: _ Model: _				Van dan sidan	Pathada			
or Equivalent, Including FAR 121/135 Checks: Airplane Rating(s)	Other Aircraft F	Make: _ Model: _ Rating(s)	Instrum	ent Rating(s)			Rating(s)			
or Equivalent, Including FAR 121/135 Checks:	Other Aircraft F (Check all that appl None	Make: _ Model: _ Rating(s)	Instrum			Instructor (Check all to			Instrument	
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or Equivalent, Including FAR 121/135 Checks: Airplane Rating(s) (Chyck all that apply) None Single-Engine Land Single-Engine Land Multiengine Land Multiengine Sea Type Radings	Other Aircraft II (Check all that app) None Airskip Free Balloon Glider Gyroplane Helicopter Powerad Lift	Muke:	Instrum (Check all None Airpla Power	ent Rating(s) I that apply) no ob Lift Airplane		(Check all the None None Airplane Airplane Gyropla Powered Powered Student E	hat apply) Single-Engin Multi-Engin to Lift (1) a	nts (Include d	Instrument Helicopter Glider Sport	Halicopter
or Equivalent, Including FAR 121/135 Checks: Airplane Rating(s) (Chyck all that apply) M None Single-Engine Land Single-Engine Land Multiengine Land Multiengine Sea Type Ratings	Other Aircraft is (Check all that app) None Airship Froe Balloon Glider Gyropiane Holicopter Powered Lift All Aircraft	Muke: Model: Model: Sating(a)	Instrum (Check all None Airpla Powor Airplane Single Engine	ent Rating(s) (that apply) no optor od Lift Airpinon Multiregime	Plight	(Check all h. None None Airplane Airplane Gyropla Powered Student E	hat apply) Single-Engine Multi-Engine Lift (1) a	ins	Instrument Helicopter Glider Sport	Helicopter Lighter
or Equivalent, Including FAR 121/135 Checks: Airplane Rating(s) (Check all that apply) M None Single-Engine Land Single-Engine Land Multiengine Land Multiengine Sea Type Ratings Fight Time (enter appropriate number of hours in each box) Total Time	Other Aircraft F (Check all that app. None Airskip Froe Balloon Glider Gyroplane Helicopter Powered Lift All Alreraft S9	Muke: Model: Matin g(a) by)	Instrum (Check all None Airpla Helico Power	ent Rating(s) I that apply) no ob Lift Airplane		(Check all the None None Airplane Airplane Gyropla Powered Powered Student E	hat apply) Single-Engin Multi-Engin to Lift (1) a	nts (Include d	Instrument Helicopter Glider Sport	Helicopter Lighter
or Equivalent, Including FAR 121/135 Checks: Airplane Rating(s) (Check all that apply) M None Single-Engine Land Single-Engine Land Multiengine Land Multiengine Sea Type Ratings Fight Time (enter appropriate number of hours in each box) Total Time Pilot in Command (PIC)	Other Aircraft II (Check all that app) None Airship Free Balloon Glider Gyrophere Holicopter Powered Lift All Aircraft B9	Muke: Model: Model: Sating(a)	Instrum (Check all None Airpla Powor Airplane Single Engine	ent Rating(s) (that apply) no optor od Lift Airpinon Multiregime	Plight	(Check all the None None Airplane Airplane Gyropla Powered Student E	hat apply) Single-Engine Multi-Engine Lift (1) a	nts (Include d	Instrument Helicopter Glider Sport	Helicopter Lighter
or Equivalent, Including FAR 121/135 Checks: Airplane Rating(s) (Check all that apply) M None Single-Engine Land Single-Engine Land Multiengine Land Multiengine Sea Type Ratings Fight Time (enter appropriate number of hours in each box) Total Time	Other Aircraft F (Check all that app. None Airskip Froe Balloon Glider Gyroplane Helicopter Powered Lift All Alreraft S9	Muke: Model: Matin g(a) by)	Instrum (Check all None Airpla Helico Power	ent Rating(s) (that apply) no optor od Lift Airpinon Multiregime	Plight	(Check all the None None Airplane Airplane Gyropla Powered Student E	hat apply) Single-Engine Multi-Engine Lift (1) a	nts (Include d	Instrument Helicopter Glider Sport	Helicopter Lighter
or Equivalent, Including FAR 121/135 Checks: Airplane Rating(s) (Check all that apply) M None Single-Engine Land Single-Engine Land Multiengine Land Multiengine Sea Type Ratings Fight Time (enter appropriate number of hours in each box) Total Time Pilot in Command (PIC) Time as Instructor	Other Aircraft F (Check all that app) None Airship Froe Balloon Glider Gyrophane Helicopter Powered Lift All Alreaft S9 6,8	Muke: Model: Model: Ratin g(a) by)	Instrum (Check all None Airpla Helico Power	ent Rating(s) (that apply) no optor od Lift Airpinon Multiregime	Neja 3.7	(Check all the None None Airplane Airplane Gyropla Powered Student E	Hat apply) Single-Engine Multi-Engine Lift (1) a ment Simulated	nts (Include d	Instrument Helicopter Glider Sport	Helicopter Lighter
or Equivalent, Including FAR 121/135 Checks: Airplane Rating(s) (Check all that apply) M None Single-Engine Land Single-Engine Land Multiengine Land Multiengine Sea Type Ratings Fight Time (enter appropriate number of hours in each box) Total Time Pilot in Command (PIC) Timb as Instructor This Make/Model	Other Aircraft F (Check all that app. None Airship Froe Balloon Glider Gyrophere Helicopter Powered Lift Alteraft 39 6,8	Muke: Model: Matin g(a) by)	Instrum (Check all None Airpla Helico Power	ent Rating(s) (that apply) no optor od Lift Airpinon Multiregime	Neja 3.7	(Check all the None None Airplane Airplane Gyropla Powered Student E	single-Engine Single-Engine Multi-Engine Lift (1) a	nts (Include d	Instrument Helicopter Glider Sport	Helicopter Lighter

Pilot "B" Responsibilities at)		—			
	Student Pilot	Flight Instr	uctor 📋	Check Pilot	i Fligh	t Engineer	[] Other I	light Crew		
Pilot "B" Identification										
First Name:	<u> </u>			Ci	y:		'B			
Middle Initial:				Sta	rie:					
Age at time of Accident:	Date of Bi	erth:	ddyyyy	_ C	rtificate 1	Number:				
Degree of Injury	Sent Occupied			,	t Belt			Shoulder H	A Proces	
None Fatal		Front [Unkarwa]No	Used	☐ Yes	□ No I
Serious Duranown	Countra D	Single		Av	ilable	با ۱۵۶ ل]No	Available	Yes	Ū №
Pilot Certificate(s) (Check all	that opply)									
None Stud	mt	Rocrestio	mai	Commen			Flight Engir		Foreign	
	t Instructor	Sport		Airline T	_ _		U.S. Militar			
	Aedical Certificate			,		rtificate Val		Date of La	ust Modica	1
	None Cla	us 3 Iver's License	(Sport Pilot	ᄤᄭᆝ片	Without lie With limits	nitations/waiv dions/waivers	vers			
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Medical Certificate Limitati	ons									
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Medical Certificate Waivers	L									
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Date of Last Flight Review		Flight R	eview Airc	raft						
or Equivalent, Including		Make								
FAR 121/135 Checks:	mon/dd/yyyy	Model:								
Airplane Rating(s)	Other Aircraft R		Instrum	ent Rating(4	Instructor	Ratinger			
(Check all that apply)	(Check all that apply	0.,	(Chack all	that apply)	" }	(Check all th	at apply)			
None	None		None	•••)	□ None □ Aitplana		<u>D</u> ;	netroment A	
Single-Engine Land Single-Engine Sea	☐ Airship ☐ Free Balkoon		Airpla:	9G nter	1	Airplane	Single-Engir Multis Facia	ne 🛄	natroment H Helicopter	Ielicopter
Multiengine Land	☐ Glides		Power	od Lift	1	Gyroplan Powered			Glider	
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Describe what occurred in chronological order, circumstances leading to accident and nature of accident. Describe terrain and include sketch of wreckage distribution if pertinent. Attach extra sheets if needed. State point of departure, time of departure, intended destination and services obtained.

MINISTRATE Mate occili tile applant have been provented?

According to witnesses, student landed flat and perpoised. Student should have gone around upon first indication of faulty approach & landing. ERAU conducted safety class with all flight instructors x student protes on act 24-25 with emphasis on landing technique.

- Starting from downwind leg: I called up midfield downwind. ATC told me to follow traffic on extended downwind, and that I was number two clear for landing. I repeated back the directions given and preceded for my landing on runway eight. Once I was a beam the numbers, my power was reduced to 1500 RPM and my flaps were set to 10 degrees, while trying to maintain a 500 decent rate.
- Base Leg: Once the traffic I was following passed my wing, I preceded to turn for my base leg for runway 8. I checked to be sure I was still at 1500 RPM, and then proceeded to put my second notch of flaps being 20 degrees of flaps again trying to maintain my 500 decent rate.
- Final Leg: I cleared final and made sure that there was no traffic coming in the opposite direction, and then proceeded to turn to final. I put my last notch of flaps in being 30 degrees, and checked to try to maintain my 61 KIAS to practice my short landings.
- Flare and Touch Down: I maintained 61 and came in for landing at the end of the second runway stripe. I came down and began to pitch up to flare. I felt my back wheels skid against the pavement and the plane begin to balloon up just a little. I proceeded to keep back pressure in there to bleed off the airspeed to get down; I felt another little skid and very little ballooning. The next contact made with the runway was my first jump. At that moment I checked to make sure my throttle was at idle and that my airspeed was ok, and that my full flaps were in.

 Everything was fine. At this time I already bounced for a second time, and couldn't realize what was wrong. So in the air of my third jump, I pressed on my brakes, hoping that by locking up the brakes that it would keep me from jumping, and it did. At this time, tower asked if I would like to continue back to the runway or head to their ramp. I asked to be allowed to park at their ramp and they gave me permission.
- On the ramp: I parked near Sunrise Aviation, and called up tower and asked if there was anyone who could look at the aircraft. They told me that they believed that Sunrise Aviation was closed and that I should call up my school, to see what steps I should take. I shutdown the aircraft, and called my instructor. I told him what happened and notice the prop strike and made him aware of it. He went to call the Flight Supervisor and I called the Flight Desk. The school took it from there.

ADDITIONAL INFORMATION (Please type or print in ink)

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National Transportation Safety Board Factual Data Collection Report of Accident

MIA07CA008

Aircraft Reg No: N401ER Most Critial Injury: None

Location/Time

Nearest City/Place: Ormond Beach, FL 32174

Occurrence Date: 10/21/2006 Occurrence Time: 1315 EDT

Type of Aircraft: Airplane (not Homebuilt) Make/Model: Cessna / 172S

Serial Number: 172S10057 Landing Gear: Tricycle

Aircraft Information

Engine Type: Reciprocating

Engine Make/Model: Lycoming / IO-360-L2A

Aircraft Damage: Substantial

Aircraft Fire: None

Flight Itinerary

Last Depart. Point: Daytona Beach, FL

Destination: Same as Accident/Incident Location

Operator Information

Weather

Registered Acft Owner: Wells Fargo Bank Northwest NA Trustee

Operator of Aircraft: Embry-Riddle Aeronautical University

Operator Address: Daytona Beach, FL

Reg. Flt. Conducted Under: Part 91: General Aviation

Condition of Light: Day

Wx Cond. at Site: Visual Conditions

First Pilot Information

Cert(s)/Rating(s): Instrument Ratings:

Student None

Medical Cert: Class 1 Date of Last Med. Exam: 08/2005

Flight Time (Hours)

Total All Aircraft: 89 Total Make/Model: 89

	Fatal	Serious	Minor/None
Crew	0	0	1
Pass	Ω	Ω	Λ

Narrative

Injury Summary

*** This investigation is based on information furnished by the Pilot/Operator. Additional details may be found in the Form 6120.1***

October 21, 2006, about 1315 eastern daylight time, a Cessna 172S, N401ER, registered to Wells Fargo Bank Northwest NA Trustee, erated by Embry-Riddle Aeronautical University, bounced during landing at the Ormond Beach Municipal Airport, Ormond Beach, Florida. sual meteorological conditions prevailed at the time and no flight plan was filed for the 14 CFR Part 91 instructional flight from Daytona ach International Airport, Daytona Beach, Florida, to Ormond Beach Municipal Airport. The airplane was substantially damaged and the ident pilot, the sole occupant, was not injured. The flight originated about 1245, from Daytona Beach International Airport.

e pilot stated that the flight proceeded to the destination airport and was cleared by air traffic control to land on runway 8. The flight turned m the downwind leg onto base, then onto final approach and with 30-degrees of flaps extended, attempted to maintain 61 knots for the actice short field landing. She began to flare but felt the main landing gear wheels "skid against the pavement" and the airplane then came airborne. She maintained the aft elevator input and again felt the main landing gear wheels skid on the runway and the airplane came airborne again. After the third touchdown the airplane remained on the runway and she taxied to the ramp.

cording to the NTSB "Pilot/Operator Aircraft Accident/Incident Report" form, a witness reported seeing a flat approach, contact with the way, then the airplane porpoised. The recommendations section of the report indicates that a go-around should have been performed upon st indication of a faulty approach.

Brief of Accident

Adopted 2/26/2007

MIA07CA008						
File No. 20996 1	0/21/2006	Ormond Beach, FL	Aircraft Reg No.	N401ER		ime (Local): 13:15 EDT
	1 None Instructional		Crew Pass	Fatal 0 0	Serious 0 0	Minor/None 1 0
Airport Proximity:	Same as Accident On Airport Ormond Beach Municipal 08 4004 / 75 Asphalt			Weather Basic Lowes Wind D Tempera	st Ceiling: Visibility: Vir/Speed: Iture (°C):	Unk/Nr Visual Meteorological Cond Unk/Nr Unk/Nr Unk/Nr
Pilot-in-Command Age: Certificate(s)/Rating(s) Student Instrument Ratings None	19		. т	Last	Il Aircraft: 90 Days: ke/Model:	18 89

The pilot stated that the flight proceeded to the destination airport and was cleared by air traffic control to land on runway 8. The flight turned from the downwind leg onto base, then onto final approach and with 30-degrees of flaps extended, attempted to maintain 61 knots for the practice short field landing. She began to flare but felt the main landing gear wheels "skid against the pavement" and the airplane then became airborne. She maintained the aft elevator input and again felt the main landing gear wheels skid on the runway and the airplane became airborne again. After the third touchdown the airplane remained on the runway and she taxied to the ramp. According to the NTSB "Pilot/Operator Aircraft Accident/Incident Report" form, witness reported seeing a flat approach, contact with the runway, then the airplane porpoised. The recommendations section of the report indicates that a go-around should have been performed upon first indication of a faulty approach.

MIA07CA008 File No. 20996

10/21/2006

Ormond Beach, FL

Aircraft Reg No. N401ER

Time (Local): 13:15 EDT

Occurrence #1:

HARD LANDING

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. FLARE - IMPROPER - PILOT IN COMMAND

2. (C) RECOVERY FROM BOUNCED LANDING - NOT PERFORMED - PILOT IN COMMAND

Findings Legend: (C) = Cause, (F) = Factor

The National Transportation Safety Board determines the probable cause(s) of this accident as follows. The failure of the student pilot to initiate a recovery from the bounced landing resulting in a hard landing.