



# Aviation Investigation Factual Report

|                                |                                      |                         |             |
|--------------------------------|--------------------------------------|-------------------------|-------------|
| <b>Location:</b>               | AUBURN, California                   | <b>Accident Number:</b> | LAX96LA324  |
| <b>Date &amp; Time:</b>        | August 29, 1996, 16:30 Local         | <b>Registration:</b>    | N9315E      |
| <b>Aircraft:</b>               | Cessna 172N                          | <b>Aircraft Damage:</b> | Substantial |
| <b>Defining Event:</b>         |                                      | <b>Injuries:</b>        | 2 None      |
| <b>Flight Conducted Under:</b> | Part 91: General aviation - Personal |                         |             |

## Factual Information

On August 29, 1996, at 1630 hours Pacific daylight time, a Cessna 172N, N9315E, experienced a hard landing at the Auburn Municipal Airport, Auburn, California. Visual meteorological conditions prevailed at the time, and a visual flight rules flight plan was filed. The airplane was substantially damaged, and neither the private pilot nor the passenger was injured. The flight originated from Lompoc, California, at 1400.

According to the pilot, he made a traffic pattern approach to the airport and was slightly high on the downwind leg. On final approach, he believed that the airplane was slightly low, so he reduced the landing flaps to the 10-degree setting. He then realized that he had misjudged his altitude and was, in fact, high.

The pilot further reported that he misjudged the airplane's rate of descent and attempted a short field landing. He attempted to flare, but the airplane continued its "excessive rate of descent" and it contacted the runway, bounced, recontacted the runway, bounced, and came to rest with a collapsed nose gear strut and bent firewall.

Regarding the pilot's currency, he received a biennial flight review the morning of the accident flight. Prior to the BFR, he had not flown an airplane in 2 years.

### Pilot Information

|                                  |  |  |                 |
|----------------------------------|--|--|-----------------|
| <b>Certificate:</b>              | Private  | <b>Age:</b>                              | 65, Male        |
| <b>Airplane Rating(s):</b>       | Single-engine land   | <b>Seat Occupied:</b>                    | Left            |
| <b>Other Aircraft Rating(s):</b> | None   | <b>Restraint Used:</b>                   |                 |
| <b>Instrument Rating(s):</b>     | None   | <b>Second Pilot Present:</b>             | No              |
| <b>Instructor Rating(s):</b>     | None   | <b>Toxicology Performed:</b>             | No              |
| <b>Medical Certification:</b>    | Class 3 Valid Medical--w/<br>waivers/lim   | <b>Last FAA Medical Exam:</b>            | August 28, 1996 |
| <b>Occupational Pilot:</b>       | UNK  | <b>Last Flight Review or Equivalent:</b> |                 |
| <b>Flight Time:</b>              | 160 hours (Total, all aircraft), 100 hours (Total, this make and model), 100 hours (Pilot In Command, all aircraft), 4 hours (Last 90 days, all aircraft), 4 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft) |  |                 |

## Aircraft and Owner/Operator Information

|                                      |                          |                                       |                 |
|--------------------------------------|--------------------------|---------------------------------------|-----------------|
| <b>Aircraft Make:</b>                | Cessna                   | <b>Registration:</b>                  | N9315E          |
| <b>Model/Series:</b>                 | 172N 172N                | <b>Aircraft Category:</b>             | Airplane        |
| <b>Year of Manufacture:</b>          |                          | <b>Amateur Built:</b>                 |                 |
| <b>Airworthiness Certificate:</b>    | Normal                   | <b>Serial Number:</b>                 | 17272221        |
| <b>Landing Gear Type:</b>            | Tricycle                 | <b>Seats:</b>                         | 4               |
| <b>Date/Type of Last Inspection:</b> | July 11, 1996 Annual     | <b>Certified Max Gross Wt.:</b>       | 2300 lbs        |
| <b>Time Since Last Inspection:</b>   |                          | <b>Engines:</b>                       | 1 Reciprocating |
| <b>Airframe Total Time:</b>          | 6056 Hrs                 | <b>Engine Manufacturer:</b>           | Lycoming        |
| <b>ELT:</b>                          | Installed, not activated | <b>Engine Model/Series:</b>           | O-320-H2AD      |
| <b>Registered Owner:</b>             | WILLIAM D. TRESKY        | <b>Rated Power:</b>                   | 160 Horsepower  |
| <b>Operator:</b>                     | GENE E. SCHLIMMER        | <b>Operating Certificate(s) Held:</b> | None            |
| <b>Operator Does Business As:</b>    |                          | <b>Operator Designator Code:</b>      |                 |

## Meteorological Information and Flight Plan

|   |                                  |   |          |
|---|----------------------------------|---|----------|
| <b>Conditions at Accident Site:</b>     | Visual (VMC)                     | <b>Condition of Light:</b>                  | Day      |
| <b>Observation Facility, Elevation:</b> |                                  | <b>Distance from Accident Site:</b>         |          |
| <b>Observation Time:</b>                |                                  | <b>Direction from Accident Site:</b>        |          |
| <b>Lowest Cloud Condition:</b>          | Clear                            | <b>Visibility</b>                           | 10 miles |
| <b>Lowest Ceiling:</b>                  | None                             | <b>Visibility (RVR):</b>                    |          |
| <b>Wind Speed/Gusts:</b>                | / None                           | <b>Turbulence Type Forecast/Actual:</b>     | /        |
| <b>Wind Direction:</b>                  | 0°                               | <b>Turbulence Severity Forecast/Actual:</b> | /        |
| <b>Altimeter Setting:</b>               |                                  | <b>Temperature/Dew Point:</b>               | 39°C     |
| <b>Precipitation and Obscuration:</b>   | No Obscuration; No Precipitation |   |          |
| <b>Departure Point:</b>                 | LOMPOC (LPC )                    | <b>Type of Flight Plan Filed:</b>           | None     |
| <b>Destination:</b>                     | (AUN )                           | <b>Type of Clearance:</b>                   | None     |
| <b>Departure Time:</b>                  | 14:00 Local                      | <b>Type of Airspace:</b>                    | Class E  |

## Airport Information

|                             |                      |                                  |                           |
|-----------------------------|----------------------|----------------------------------|---------------------------|
| <b>Airport:</b>             | AUBURN MUNICIPAL AUN | <b>Runway Surface Type:</b>      | Asphalt                   |
| <b>Airport Elevation:</b>   | 1531 ft msl          | <b>Runway Surface Condition:</b> | Dry                       |
| <b>Runway Used:</b>         | 25                   | <b>IFR Approach:</b>             | None                      |
| <b>Runway Length/Width:</b> | 3100 ft / 60 ft      | <b>VFR Approach/Landing:</b>     | Full stop;Traffic pattern |

## 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>Total Injuries:</b>     | 2 None | <b>Latitude, Longitude:</b> | 38.920055,-121.069808(est) |

## Administrative Information

**Investigator In Charge (IIC):** Pollack, Wayne

**Additional Participating Persons:** EARL R BENEDICT; SACRAMENTO , CA

**Report Date:** August 4, 1997

**Last Revision Date:**

**Investigation Class:** [Class](#)

**Note:**

**Investigation Docket:** <https://data.nts.gov/Docket?ProjectID=29551>

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