



Aviation Investigation Factual Report

Location:	Glendale, Arizona	Accident Number:	WPR12LA444
Date & Time:	April 26, 2012, 13:30 Local	Registration:	N320ME
Aircraft:	Cessna 172S	Aircraft Damage:	Substantial
Defining Event:	Abnormal runway contact	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Factual Information

On April 26, 2012, about 1330 mountain standard time, a Cessna 172S, N320ME, sustained substantial damage following a hard landing at the Glendale Municipal Airport, Glendale, Arizona. The commercial pilot and passenger were not injured. The airplane was registered to Air Safety Ventures, and operated by the pilot as a visual flight rules (VFR) local personal flight under the provisions of 14 Code of Federal Regulations (CFR) Part 91. Visual meteorological conditions prevailed and no flight plan was filed for the flight that originated from Glendale at 1155.

The pilot was landing in gusting wind conditions and reported that he encountered a wind shear during the landing flare on runway 19. The airplane bounced and he applied corrective actions; however, the airplane touched down a second time, on its nose wheel, which resulted in substantial damage to the firewall.

The wind conditions during the timeframe of the accident were from 200 degrees at 14 knots with gusts to 24 knots.

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

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	34
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane single-engine	Toxicology Performed:	No
Medical Certification:	Class 3 Without waivers/limitations	Last FAA Medical Exam:	July 18, 2011
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:			

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N320ME
Model/Series:	172S S	Aircraft Category:	Airplane
Year of Manufacture:	2000	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	172S8565
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	April 5, 2012 Annual	Certified Max Gross Wt.:	2299 lbs
Time Since Last Inspection:	30 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	5055 Hrs at time of accident	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	IO-360 SER
Registered Owner:	CALL THE BALL AVIATION LLC	Rated Power:	0 Horsepower
Operator:	CALL THE BALL AVIATION LLC	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KGEU, 1347 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	12:47 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Few / 5000 ft AGL	Visibility	20 miles
Lowest Ceiling:	Broken / 12000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	14 knots / 24 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	200°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.95 inches Hg	Temperature/Dew Point:	19°C / 11°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Glendale, AZ (KGEU)	Type of Flight Plan Filed:	None
Destination:	Glendale, AZ (KGEU)	Type of Clearance:	None
Departure Time:	11:55 Local	Type of Airspace:	

Airport Information

Airport:	Glendale Municipal Airport KGEU	Runway Surface Type:	Asphalt
Airport Elevation:	1071 ft msl	Runway Surface Condition:	Dry
Runway Used:	19	IFR Approach:	None
Runway Length/Width:	7150 ft / 100 ft	VFR Approach/Landing:	Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	33.526668,-112.294998(est)

Administrative Information

Investigator In Charge (IIC): Hogenson, Dennis

Additional Participating Persons: Scott Boek; FAA FSDO; Scottsdale, AZ

Report Date: November 29, 2013

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=85559>

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The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).