



# Aviation Investigation Final Report

<b>Location:</b>	MONTGOMERY, Alabama	<b>Accident Number:</b>	MIA00LA194
<b>Date &amp; Time:</b>	June 30, 2000, 09:50 Local	<b>Registration:</b>	N9713T
<b>Aircraft:</b>	Piper PA-38-112	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 Minor
<b>Flight Conducted Under:</b>	Part 91: General aviation - Instructional		

## Analysis

The student pilot stated that it was his first supervised solo flight, and during his second touch and go landing, as he flared, a gust caught the airplane, and it porpoised, bouncing three times. During the third bounce, the aircraft struck the ground in a nose-down attitude and incurred structural damage.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the student pilot's failure to maintain aircraft control upon encountering variable winds during the landing flare/touchdown and his failure to recover from the resulting bounced landing which resulted in substantial damage to the aircraft.

## Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT  
Phase of Operation: LANDING - FLARE/TOUCHDOWN

### Findings

1. WEATHER CONDITION - VARIABLE WIND
2. (C) AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. (C) RECOVERY FROM BOUNCED LANDING - NOT PERFORMED - PILOT IN COMMAND

## Factual Information

On June 30, 2000, about 0950 central daylight time, a Piper PA-38, N9713T, registered to and operated by Montgomery Aviation Corporation, as a Title 14 CFR Part 91 instructional flight, experienced a hard landing at Montgomery Regional Airport, Montgomery, Alabama. Visual meteorological conditions prevailed, and no flight plan was filed. The student pilot, the sole occupant of the airplane, received minor injuries, and the aircraft incurred substantial damage. The flight originated the same day, about 0910.

The student pilot stated that it was his first supervised solo flight, and during his second touch-and-go landing, as he flared, a gust caught the airplane, and it porpoised, bouncing three times. The student further stated that during the third bounce the propeller struck the ground, and he knew there was no possibility of a go around. The student said he then tried to stabilize the aircraft, but was unable to do so, and the aircraft struck the ground in a nose-down attitude, incurring structural damage.

### Pilot Information

<b>Certificate:</b>	Student	<b>Age:</b>	31, Male
<b>Airplane Rating(s):</b>	None	<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--no waivers/lim.	<b>Last FAA Medical Exam:</b>	June 12, 2000
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	12 hours (Total, all aircraft), 12 hours (Total, this make and model)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Piper	<b>Registration:</b>	N9713T
<b>Model/Series:</b>	PA-38-112 PA-38-112	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	38-78A0165
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	May 22, 2000 100 hour	<b>Certified Max Gross Wt.:</b>	1670 lbs
<b>Time Since Last Inspection:</b>	10 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	3219 Hrs	<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	O-235-L2C
<b>Registered Owner:</b>	MONTGOMERY AVIATION	<b>Rated Power:</b>	112 Horsepower
<b>Operator:</b>		<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>	MGM ,221 ft msl	<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>	10:55 Local	<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	6 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	5 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	0°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30 inches Hg	<b>Temperature/Dew Point:</b>	30°C / 17°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	(MGM )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	00:00 Local	<b>Type of Airspace:</b>	Class D

## Airport Information

<b>Airport:</b>	MONTGOMERY REGIONAL MGM	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	221 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	10	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	9000 ft / 150 ft	<b>VFR Approach/Landing:</b>	Touch and go;Traffic pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Minor	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 Minor	<b>Latitude, Longitude:</b>	32.340427,-86.400085(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Lovell, John
<b>Additional Participating Persons:</b>	HAROLD A WAYMAN; BIRMINGHAM , AL
<b>Original Publish Date:</b>	April 19, 2001
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	The NTSB traveled to the scene of this accident.
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=49572">https://data.ntsb.gov/Docket?ProjectID=49572</a>

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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](#).