Aviation Investigation Final Report

Location:	Monterey, California	**Accident Number:**	LAX01LA235
Date & Time:	July 4, 2001, 11:18 Local	**Registration:**	N9287B
Aircraft:	Cessna 175	**Aircraft Damage:**	Substantial
Defining Event:		**Injuries:**	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that she made a normal approach and landing. The runway was 3,502 feet long by 60 feet wide. The traffic was light and she did not think wake turbulence was a factor. The landing seemed routine; however, she was surprised when the aircraft bounced and she attempted to "peg" the airplane to the runway. When the aircraft came to a stop, the propeller was damaged and the firewall and forward fuselage exhibited buckling damage. The surface wind was reported variable at 5 knots.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's improper recovery from a bounced landing.

Findings

Occurrence #1: HARD LANDING
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings
1. LANDING GEAR,NOSE GEAR - OVERLOAD
2. (C) RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND

Factual Information

On July 4, 2001, at 1118 hours Pacific daylight time, a Cessna 175, N9287B, porpoised during a hard landing at the Monterey Peninsula Airport, Monterey, California. The commercial certificated pilot and one passenger were not injured. The airplane was substantially damaged. The personal flight was operated by Case Transport, Inc., under 14 CFR Part 91, and departed from Hayward, California, at 1030. Visual meteorological conditions prevailed and no flight plan was filed.

The pilot told the Safety Board investigator that she landed the airplane on runway 28R [3,502 feet long by 60 feet wide]. The traffic was light and she did not think wake turbulence was a factor. The landing seemed routine; however, she was surprised when the aircraft bounced and she attempted to "peg" the airplane to the runway. When the aircraft came to a stop, the propeller was damaged and the firewall and forward fuselage exhibited buckling damage.

The surface wind was reported variable at 5 knots.

Pilot Information

Certificate:	Private	**Age:**	63,Male
Airplane Rating(s):	Single-engine land	**Seat Occupied:**	Left
Other Aircraft Rating(s):	None	**Restraint Used:**	
Instrument Rating(s):	None	**Second Pilot Present:**	Yes
Instructor Rating(s):	None	**Toxicology Performed:**	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim	**Last FAA Medical Exam:**	June 24, 2000
Occupational Pilot:	UNK	**Last Flight Review or Equivalent:**	October 5, 2000
Flight Time:	894 hours (Total, all aircraft), 550 hours (Total, this make and model), 674 hours (Pilot In Command, all aircraft), 12 hours (Last 90 days, all aircraft), 7 hours (Last 30 days, all aircraft)		

Other flight crew Information

Certificate:		**Age:**	73,Male
Airplane Rating(s):		**Seat Occupied:**	Right
Other Aircraft Rating(s):		**Restraint Used:**	
Instrument Rating(s):		**Second Pilot Present:**	Yes
Instructor Rating(s):		**Toxicology Performed:**	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	**Last FAA Medical Exam:**	June 1, 2001
Occupational Pilot:	UNK	**Last Flight Review or Equivalent:**	June 1, 2000
Flight Time:	1000 hours (Total, all aircraft), 800 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	**Registration:**	N9287B
Model/Series:	175	**Aircraft Category:**	Airplane
Year of Manufacture:		**Amateur Built:**	
Airworthiness Certificate:	Normal	**Serial Number:**	55087
Landing Gear Type:	Tricycle	**Seats:**	4
Date/Type of Last Inspection:	February 21, 2001 Annual	**Certified Max Gross Wt.:**	2350 lbs
Time Since Last Inspection:	12 Hrs	**Engines:**	1 Reciprocating
Airframe Total Time:		**Engine Manufacturer:**	Continental
ELT:		**Engine Model/Series:**	GO-300-A
Registered Owner:	Case Transport Inc.	**Rated Power:**	175 Horsepower
Operator:		**Operating Certificate(s) Held:**	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	**Condition of Light:**	Day
Observation Facility, Elevation:	MRY,254 ft msl	**Distance from Accident Site:**	
Observation Time:	10:54 Local	**Direction from Accident Site:**	
Lowest Cloud Condition:	Clear	**Visibility**	8 miles
Lowest Ceiling:	None	**Visibility (RVR):**	
Wind Speed/Gusts:	5 knots /	**Turbulence Type Forecast/Actual:**	/
Wind Direction:		**Turbulence Severity Forecast/Actual:**	/
Altimeter Setting:	29.96 inches Hg	**Temperature/Dew Point:**	16°C / 14°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Hayward, CA (HWD)	**Type of Flight Plan Filed:**	None
Destination:	Monterey, CA (MRY)	**Type of Clearance:**	VFR
Departure Time:	10:30 Local	**Type of Airspace:**	Class C

Airport Information

Airport:	Monterey Peninsula MRY	**Runway Surface Type:**	Asphalt
Airport Elevation:	254 ft msl	**Runway Surface Condition:**	Dry
Runway Used:	28R	**IFR Approach:**	None
Runway Length/Width:	3502 ft / 60 ft	**VFR Approach/Landing:**	Full stop

Wreckage and Impact Information

Crew Injuries:	2 None	**Aircraft Damage:**	Substantial
Passenger Injuries:		**Aircraft Fire:**	None
Ground Injuries:	N/A	**Aircraft Explosion:**	None
Total Injuries:	2 None	**Latitude, Longitude:**	

Administrative Information

Investigator In Charge (IIC):	Parker, Richard
Additional Participating Persons:	WILBERT J ROBINSON, JR.; FAA Fllight Standards District Office; San Jose, CA
Original Publish Date:	November 28, 2001
Last Revision Date:	
Investigation Class:	Class
Note:	The NTSB traveled to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=52638