

SAFETY GRAM 4.0

Sep 2018





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Case:

Reference NTSB Aviation Accident Factual Report (3 Pages)

Questions (No right or wrong):

- What does AFI 34-117 say about landing/go-around procedures?
- What SOPs does your club have regarding landing/go-around procedures?
- What are some techniques to achieve a stable approach and landing?
- What are some go-around conditions?
- Do you know the go-around procedures for the aircraft you fly?

Discussion:

Achieving a stable approach is an important condition to realizing a landing that is on aim-point, on airspeed and on center line. In most cases it is a safer alternative to go-around, when an approach isn't going well, than to try to salvage a landing from a poor approach. Even when a pilot feels that they can "make it work" the go-around should be a ready tool in their kit-bag.

A technique to help guide the go-around decision is to be on a stabilized approach 300 feet above the touchdown zone elevation. In this case a "stabilized approach" means the aircraft is on aim-point, on the final approach airspeed for the aircraft (varying no more than 5 knots/mph fast or 0 knots/mph slow), tracking on centerline and the final configuration (gear, flaps, prop, mixture, lights) is set. If these conditions are not present, at 300 feet above the touchdown zone, then the pilot should execute a go-around.

If an approach is continued below 300 feet above the touchdown zone, whether "stable" or not, a go-around is still an option. This is important if the landing

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goes poorly. A bounced landing is difficult to gracefully recover from and can lead to aircraft damage. The go-around procedures are the same whether undertaken at 300 feet or during a bounced landing. Don't forget the value of a stable approach and the importance of going around when conditions call for it!

CONTINUE TO FLY SAFE!

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National Transportation Safety Board Aviation Accident Data Summary

Location:	McKinney, TX	Accident Number:	GAA18CA143
Date & Time:	01/24/2018, 1100 CST	Registration:	N9520Z
Aircraft:	CESSNA 172	Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Instructional		

Analysis

The student pilot reported that, during the approach to land, the airplane was high, and as she descended, the airspeed increased. She added that, during the touchdown, the airplane bounced three times, and the nose landing gear collapsed.

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

Flight Events

Landing - Abnormal runway contact

Landing - Landing gear collapse

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The student pilot's improper approach and landing flare, which resulted in a porpoised landing.

Findings

Aircraft-Aircraft oper/perf/capability-Performance/control parameters-Landing flare-Not attained/maintained - C

Personnel issues-Task performance-Use of equip/info-Aircraft control-Student/instructed pilot - C

Student Pilot Information

Certificate:	Student	Age:	24
Airplane Rating(s):	None	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	(Estimated) 30 hours (Total, all aircraft), 24 hours (Total, this make and model), 1 hours (Pilot In Command, all aircraft), 16 hours (Last 90 days, all aircraft), 6 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N9520Z
Model/Series:	172 S	Engines:	1 Reciprocating
Operator:	Menagerie Enterprises, Inc.	Engine Manufacturer:	LYCOMING
Operating Certificate(s) Held:	Pilot School (141); Commuter Air Carrier (135); On-demand Air Taxi (135)	Engine Model/Series:	IO-360-L2A
Flight Conducted Under:	Part 91: General Aviation - Instructional		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	KTKI, 586 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	None	Wind Speed/Gusts, Direction:	Calm / ,
Temperature:	12°C	Visibility	10 Miles
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	McKinney, TX (TKI)	Destination:	McKinney, TX (TKI)

Airport Information

Airport:	MCKINNEY NATIONAL (TKI)	Runway Surface Type:	Concrete
Runway Used:	18	Runway Surface Condition:	Dry
Runway Length/Width:	7002 ft / 150 ft		

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Latitude, Longitude:	33.180278, -96.588611 (est)		

Administrative Information

Investigator In Charge (IIC):	Eric A Swenson	Adopted Date:	05/14/2018
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
Investigation Docket:	http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=96799		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report.