

RECORD OF ☒ VISIT ☐ CONFERENCE OR ☐ TELEPHONE CALL		TIME 04:15 PM	DATE 08/03/2023
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION		ROUTING	
		SYMBOL	INITIALS
Robert Smith, CFI [REDACTED] Email: [REDACTED]			
[REDACTED]			
Robert Fus, Airworthiness Inspector			
SUBJECT Accident of N860TW on August 3, 2023 at Northeast Philadelphia Airport (KPNE)			
DIGEST			
Interview conducted with Certificated Flight Instructor following 11:10 AM accident involving Cessna 172, N860TW. According to instructor, student was late arriving for lesson and instructor decided to just do pattern work to accommodate student. Lesson was scheduled from 10:00 to 12:00. Short approaches were permitted at airport on this particular day since there was not much traffic. Winds were 210 @ 8 knots and visual runway 15 was used. According to instructor, he calculated a 4-5 knot crosswind from the right.			
First landing was a short approach for landing with a requested touchdown on runway 15. Abeam the numbers on downwind, the airman was wide and became slow 1-2 times and speed was below 60 knots and a 750' per minute vertical speed. The instructor mentioned to airman to increase speed by lowering nose. As speed increased, nose was brought up to achieve 400-500 vertical speed.			
Instructor stated that airman pushed nose down more to land on numbers and began to roundout and flare at which time the nose and main wheels hit the runway and bounced. The instructor commanded full power and the plane rolled to the left. The instructor attempted to push full right rudder to center the plane. No stall horn was heard and plane impacted the ground and stood vertically to ground before flipping over.			
The instructor stated he did not say he had the controls and did not fight the controls with the pilot. The instructor was not aware if the student had hands on the control at the time the event occurred.			
Instructor stated he has 8,000 hours and approximately 5,600 instructional hours given.			
CONCLUSION, ACTION TAKEN, OR REQUIRED No further information was provided. The Certificated Flight Instructor returned to the flight school and was interviewed after being released from the hospital. No injuries were noted, but instructor stated he was sore. Instructor wished to be interviewed and Compliance Action/PBR was provided to instructor and airman prior to interview and verified their understanding after this inspector reviewed information on brochure.			
DATE 08/27/2023	TITLE Principal Operations Inspector	SIGNATURE MICHAEL J FLORIANI Digitally signed by MICHAEL J FLORIANI Date: 2023.08.27 20:43:48 -04'00'	

