

Murray Patrick

From: [REDACTED]
Sent: Wednesday, September 04, 2013 10:02 AM
To: Murray Patrick
Subject: RE: 647SP

Patrick,

I just sent the pictures in your file. Here is a synopsis of the information I have so far regarding N647SP and a description of the damage we saw on 8-27-13. [REDACTED] I use to get all the information on one document for easy input later into my report. I still have to inquire about the current registration (with an expiration date) and I need to do more AD records reviews. Bob

CE-172S, S/N 172S8054, N647SP

Hard Landing Accident August 18, 2013

FAA Log Number: 2013-A-007
PTRS RWF IIC EA17201304896
NTSB ID: ERA13CA384
NTSB IIC assigned: Mr. Patrick Murrey [REDACTED]

On August 27, 2013, during surveillance for NPG 2013 at Summit Aviation, Inc. Certificated Repair Station #SMTR208I, 4200 Summit Bridge Rd., Middletown, DE 19709, inspectors RWF and DMP noticed a CE-172-S, S/N 172S8054, N647SP located in hangar that exhibited unknown damage to nose gear, substantial damage to firewall as the nose gear strut contacted and damaged the firewall, and damage to propellers. Other damage included nose gear strut support bracket and broken steering rods.

Pictures were taken of the damage by inspectors RWF and DMP. ACTT at time: 4204.10. Hobbs: 5513.8. Inspected AW Certificate and Registration. FAA Date of Issue 6-28-13
Temporary Registration not in aircraft. This was valid until 7-28-13; this will be discussed with operator.

Engine Lycoming IO-360-L2A, Serial Number L-28123-51A, Engine TT: 4705.9; Eng. Time Since Overhaul: 188.2; Engine TBO Limit: 2000

After discussions with repair station management personnel and with Mr. Kevin S. Hess, owner/operator, on 8-28-13, the following information was obtained: The aircraft sustained the damage during an August 18, 2013 incident at approximately 1900 hours when a student pilot, Elizabeth Ellen Bledsoe, (Student Pilot Certificate [REDACTED]), sustained a hard landing at Summit Airport (EVY) during an approach and landing for flight training during Ms. Bledsoe's fourth solo approach and landing under the instruction of Jerome Naytwan Nowlin, Flight Instructor Certificate [REDACTED] Ms. Bledsoe was not injured during the event. Upon exiting the aircraft, Ms. Bledsoe observed damage to the propeller (curled tips), the nose gear was pushed back into the nose cone, and the engine was observed leaking. Upon exiting the aircraft, Summit Aviation Line Service employees helped remove the aircraft from the runway, and located the aircraft to a tie-down on the ramp at Summit Airport. The aircraft was later moved into a hangar at Summit Aviation, Inc.

The flight training originated on 8-18-13 at about 1730 hours from Harford County Airport (0W3), Churchville, MD for the purpose of flight training. They flew to Summit Airport (EVY) to practice take-offs and

landings. Upon Ms. Bledsoe's fourth approach and during flare, she became concerned with airspeed and the aircraft's distance from ground, and the plane subsequently dropped hard on the ground and bounced back into the air. She released back pressure on the yoke, and the airplane hit the ground a second time. She then pulled the throttle to near idle, then the aircraft hit the ground for the final time and stopped.

Aircraft is CE-172-S, S/N 172S8054, N647SP and owned by:

CK Leasing Services LLC

Wilmington, DE 19808-1645

Aircraft is operated by:

Harford City Airport Owners Group Inc.

Churchville, MD 21028

Manager "Member": Kevin St. Clair Hess

Churchville, MD 21028

Student Pilot: Elizabeth Ellen Bledsoe

Aberdeen, MD 21001-2660

Student Pilot Cert

Cell Phone #:

Flight Instructor: Jerome Naytwan Nowlin

Claymone, DE 19703-2560

Flight Instructor Cert

Cell #:

8-28-13: Spoke with Mr. Kevin Hess about incident. Mr. Hess stated that he called the Philadelphia FSDO on August 19, 2013 in the morning to get information. Mr. Hess had not seen the damage to the aircraft, and did not know the extent of the damage when he called. He apparently did not make it clear to the inspector on duty that the aircraft may have sustained substantial damage, and the conversation revolved around the process for receiving a Special Flight Permit.

Requested copies of maintenance records showing current airworthiness status, and any pilot information/statements in regards to the incident.

Current Airframe and Engine Annual: 6-6-13 at Tach: 4115.1; Hobbs: 5395.5 by A&P/IA Kevin St. Clair Hess, A&P Cert. with IA renewed on 2-22-13.

Current 91.411/91.413: 6-1-12

Current ELT 91.207(d) inspection: 6-6-13. Battery due January 2015

McCauley Propeller P/N 1A170E/JHA7660, S/N SC026 overhauled on 3-13-13 by CRS Sensenich Propeller

Service, Inc. CRS QV9R194N.

Overhauled Propeller installed on aircraft on 3-15-13 by Kevin St. Clair Hess

Lycoming Engine IO-360-L2A S/N L-28123-51A was overhauled on 1-5-13 by KTM Mid-Atlantic Engines, Inc. Michael K. Peters, A&P [REDACTED].

Engine installed on 3-15-13 by A&P Kevin St. Clair Hess

Airworthiness Directives: AD 84-26-02: Recurring C/W on 6-6-13, next due Tach 4215.1.
AD 2011-26-04: Recurring C/W on 6-6-13, next due Tach 4215.1.

[REDACTED]