



U.S. Department
of Transportation
**Federal Aviation
Administration**

Aviation Safety

Flight Standards District Office
[REDACTED]
Allentown, Pennsylvania 18109
[REDACTED]

July 13, 2021

Subject: N5185U Accident Investigation Notes – Operations (NXG)

To: NTSB Air Safety Investigator, Brian Rayner

Accident Summary: 06/25/2021, at approximately 16:00L, Pocono Mountains Municipal Airport (MPO), a CE-172S, N5185U, lost control during touchdown on RWY 13, veered off runway into grass, and struck a metal drainage pipe. POB: 1 / Injuries: None / Damage: Substantial.

MPO METAR on 06/25/2021 at 19:53Z, winds 18008G16 = steady x-wind at 6 kts. with a gust factor of 12 kts.

6/28/2021—Received assignment of accident investigation. JCS and JMB on scene. PIC is a Part 141 Moyer Aviation Flight School student.

6/29/2021—JCS confirmed incident qualifies as an accident due to aircraft damage: nose gear pushed firewall aft enough to jam elevator controls. Aircraft (nose gear) contacted a steel drainage pipe which runs under runway but then becomes exposed above ground.

Called and left voice mail for Moyer Aviation, Chief Pilot, Kevin Woods.

6/30/2021—Spoke with Kevin Woods:

-PIC Pamela Ann Neifert, Private Pilot # [REDACTED], was a student of Kevin's (R.I.) who started with Moyer at zero hours. 141 Private training took approximately 2 years and with 117 hours TT and approx. 270 landings to date. Said she is somewhat of a perfectionist and hard on herself as far as her performance (possibly why it took her 100 hrs to be signed off and ready).

-MPO RWY 5/23 was closed due to Nascar race, with aircraft parked on RWY. PIC landed RWY 13 with a crosswind. Kevin said approximately 8-12 kts. of wind with some x-wind. "Nothing she hasn't successfully landed in before, in fact she's handled a lot more."

-Kevin was watching from fuel tank area on ramp with a handheld radio talking to her. Said her pattern and approach looked good, but he did lose sight of her on short final as the terrain dips down. She called him on phone after aircraft came to a stop in grass.

-Asked Kevin what he thinks caused her loss of control? Bounce was a factor and could have flustered her. He said she did not go around b/c she was pointed at a grove of trees in grass adjacent to RWY 13.

-Kevin stated that he in another plane for a short training flight that same day following the accident—(3) approaches/landings. He said she was a “little shaky, but the last one was good”. Kevin also said she is planning to continue her training for an instrument rating.

6/30/2021 – Contacted DPE Van Scoy to discuss Ms. Neifert’s performance on her earlier check ride and gain any possible insight into her abilities. DPE said Neifert was “somewhat of the nervous type” but did well on her oral and flight tests. DPE stated Neifert had a nice approach and landing following the simulated engine out procedure at the conclusion of her flight test. DPE was surprised to hear of the subsequent accident back at MPO.

PIC Pamela Neifert Statement [separate attachment]

6/30/2021—Contacted PIC to follow-up on statement. PIC backed up her statement by saying she could not explain what exactly led to the loss of control and that “it all happened so fast.” Said approach and initial touch down was good; upwind (right) main contacted first and then the bounce. At this point, nose swung left and she departed the RWY. She stated the rudder felt unresponsive to her inputs. PIC said she never had a bounce and loss of control to this degree in her previous training. She also said she has handled a lot more wind than that in past.

Asked PIC to explain the correct technique for a cross wind approach and landing (wing low method). PIC was knowledgeable and explanation correct.

7/7/2021 –Conferred with Airworthiness ASI who was on scene regarding aircraft rudder controls. ASI stated rudder moved freely by hand but he was not able to test pedals as they were jammed due to nose gear impact damage.

Root Cause Analysis: PIC lost control of aircraft after bouncing on touchdown due to mismanaged crosswind controls. Possible misalignment of the aircraft’s longitudinal axis with respect to RWY centerline on the initial hit. PIC may have misjudged the amount of rudder deflection needed for the gusting x-wind conditions and/or offered a delayed rudder response to the gusting wind; causing aircraft’s nose to yaw left of centerline and overall departure from runway. Possible explanation for PIC comment regarding unresponsive controls is aircraft continuing to decelerate following round out.

Mitigating circumstances: 1) positive feedback from the DPE regarding PIC’s performance on her flight test an hour prior to accident; 2) positive feedback from recommending instructor regarding PIC’s training and proficiency; 3) PIC was knowledgeable with respect to crosswind approach and landing; 4) PIC has already resumed her flight training with the goal of building proficiency and confidence.

No additional FAA action warranted at this time.

Sincerely,

Nicholas
Geiser



Nicholas Geiser
Principal Operations Inspector