



NTSB MEMORANDUM FOR RECORD

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National Transportation Safety Board

Date: 4/8/2022
Person Contacted: Christopher J. Stewart (Student Pilot)
NTSB Accident Number: ERA22LA183

Narrative:

The individual noted above provided the following information via a telephone call. The below contents are a summary of what was reported:

- There was a bounce during his soft field landing attempt. The touch down was within the first 500 ft of the runway.
- He stated that, "It was a hard bounce that sent me back into the air."
- The nose gear had collapsed, and the airplane skidded to a stop on the runway.
- This was a local solo flight.

The student pilot on April 11, 2022, emailed the Federal Aviation Administration an additional statement pertaining to the accident circumstances. The below is an unedited copy of that statement:

I was practicing solo flight in the local area of KWVL. I had gone out to the practice area for about 30 minutes then returned to do some traffic pattern work since I know I need to work on landings more. I had done roughly 4 touch and go before the accident. Only the final one the street before the airport on the south side I was roughly at 400 feet going 70-75 knots. Once I crossed the threshold of the runway I chopped what power I had and I was going to practice a soft field landing. I had full flaps and was defending. I felt my back wheels touch then my front nose wheel landed a little harder than I expected and it bounced the aircraft back into the air and a little to the right of the runway. So I got control of the aircraft again recentered on the runway and came back down. I once again felt the back wheels touch then the nose did but it did not bounce just raised off the runway a bit which I figured was normal since I was practicing soft field landings. About a second after the nose wheel came up it instantly crashed back down and the nose landing gear was gone and the propeller struck the asphalt and skidded off to the right of the runway but did not leave the asphalt. I turned off the



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communications and radios, put the fuel into the off position turned the master switch off, took the key out, and then exited the aircraft unharmed. The only damage dealt was to the aircraft.

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