

PRELIMINARY INFORMATION

GA Incident/Accident; N291RP, CE-172P, Moultonborough, New Hampshire 07/27/2024

Overview

On July 27, 2024 at approximately 1304 local time, a Textron Cessna Aircraft CE-172P (N291RP) impacted the runway on landing at Moultonborough Airport (4MB) in Moultonborough, NH. No injuries are reported. Aircraft sustained substantial damage to the propeller, nose landing gear, engine cowlings, and possibly firewall. Portions of the nose landing gear departed the aircraft. Pilot in Command was a student pilot on first solo flight, with CFI observing on ground.

Discussion

- Type/purpose of operation (91) (61)
- Aircraft type and registration number (Cessna 172P N291RP)
- Phase of operation (landing. Approximate location of event, Moultonborough, NH (4MB)
- Number of passengers (0)
- Weather conditions (Clear with light winds)
- Status of pilot(s) cert/medical Cert/Basic Med status (Current Third Class)
 - Total flight hours shown in MSAT (1)
- Is FAA or NTSB traveling to the accident (FAA Yes, on 7/29/2024)
 - FSDO IIC or POC name and number (Richard Brown, [REDACTED])
 - On-call NTSB name (Lauren Stratton [REDACTED])
- Pilot(s) Incident/enforcement history (Nothing in MSAT-A)
- CFI Incident/enforcement history (Nothing in MSAT-A)
- Aircraft Incidents/Occurrences in SPAS (0)
- Aircraft Accidents in SPAS (1) NTSB Accident Number ERA20CA114 (02/26/2020)
- Ground damage/collateral damage (Damage to the runway surface)

Status of FAA Investigation and Any Issues

- The status is ongoing with no issues currently.

Political/Media Considerations

- No known issues currently.

Aviation entities past history

- No known history currently.

NOTES:

Inspector Brown contacted by ROC- Rick Keller at 13:38 local time. N291RP, a Cessna 172P registered to GTR Aviation experienced a hard landing with nose gear collapse at Moultonborough Airport (4MB) in Moultonborough, NH. No injuries were reported. ROC brought 4MB airport manager Derek Jones on to the call.

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Mr. Jones reported:

Student pilot Brandon Boudreau (Student Pilot Cert. [REDACTED]) on first solo flight landed badly, aircraft nosed over, nose gear collapsed and partially departed aircraft. Propeller was significantly damaged. Aircraft was currently at intersection of runway and taxiway. Approximately 30 gallons of aircraft fuel was lost through fuel strainer/gascolator. No injuries. CFI Molly Moran (Flight Instructor Cert. [REDACTED]) was on the ground observing the solo flight. Inspector Brown exchanged contact information with Mr. Jones. Mr. Jones stated he would be sending photos of the aircraft and that he had a secure location for the aircraft to be stored once given permission to move it. Mr. Jones's call participation ended at that point. Inspector Brown requested ROC to patch in his FLM Scott Pratt at that time. FLM was apprised of the occurrence and requested NTSB input. NTSB Investigator on duty Lauren Stratton patched into the call and requested photos prior to giving permission to move the aircraft off of the runway. Investigator Stratton provided direct contact information to Inspector Brown.

Mr. Jones sent 3 photos of the aircraft via text to Inspector Brown. These were forwarded to Investigator Stratton and FLM Scott Pratt. Investigator Stratton then gave permission to move the aircraft with FLM Pratt and Inspector Brown concurring. Inspector Brown relayed this to Mr. Jones. During this call Mr. Jones stated that he had found part of the aircraft firewall on the runway. He also stated that GTR Aviation was the owner and had the aircraft records in their possession, and that Moco Aviation was operating the aircraft under a lease. Mr. Jones further stated that the CFI was not an employee of Moco Aviation, and was an independent contractor.

Inspector Brown did an internet search for Moco Aviation and found the contact phone number was the same as Mr. Jones cell phone number.

Inspector Brown contacted CFI Molly Moran for her account of the events leading up to the occurrence.

Ms. Moran stated:

Prior to the solo flight, she had checked documents, then flew 3 laps around the pattern with the student pilot. The solo flight prior to landing was uneventful with 1 go-around. The student pilot made a stable approach on final into ground effect then bounced twice with the prop-strike on the second bounce. The student was not injured, and had been checked by EMS. The student logbook with endorsements is still in the aircraft. Remaining paperwork is on the table at Moco Aviation. She will check on location of maintenance logs and she will be available for an interview Monday. Please call first with a time. When asked, she stated the Mr. Jones was the airport manager and ran Moco Aviation.

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Inspector Brown then received a text from Mr. Jones with 21 additional photos showing the nose landing gear separated from the aircraft, as well as the aircraft in a cordoned off area of the ramp with evidence seals on doors and 24 hour surveillance.

Inspector Brown received a text from Jason Leavitt of the New Hampshire Bureau of Aeronautics. Mr. Leavitt asked if he could attend the site with the Portland FSDO. Inspector Brown called Mr. Leavitt and told him that an on-site visit from Inspectors would not be confirmed until Monday, and that he would be contacted at that time.

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