



Justin Coe
Air Safety Investigator
AS-ERA

Date: 10/22/2025

Subject: ERA26LA016

Contact: David Schluep, Federal Aviation Administration, ASI

The following is an excerpt from a statement provided by the pilot to the Federal Aviation Administration:

Time & Date: 1:10pm Friday, October 3, 2025

Aircraft: Bluffton Flying Service Cessna 172 tail number N64203

Weather: Clear skies, winds calm, 78 degrees Fahrenheit

Description: I was on final for runway 23 and everything was normal. I used the Precision Approach Path Indicator lighting for my landing approach angle and was at two white two red on final. I began to pull out power and get into ground effect above runway 23 I then began to flare and I believe I had flared too much and didn't allow the plane to become low enough. Instead of holding it off and letting it come down like I should of I let the nose wheel drop a little allowing the nose wheel to hit the runway first, I tried to pull back again to soften the landing but I did it too much causing the plane to go up and hit back down on the runway nose first. This happened twice before the plane was fully stopped on runway 23. I then began to taxi off the runway to clear runway 23. I became clear of runway 23 and was on the taxiway when instructed to shut down the plane.
