

Mr. Hicks-

Attached is my witness report for the accident involving N54140.

The additional information you requested on our phone call is below:

Propeller: McCauley 1C160/DTM7558 SN LA021

Aircraft is on annual and 100 hour inspection routine.

Last annual was May 2, 2021.

The aircraft is ADS-B equipped (and functioning during flight)

Thank you,

Daniel Mosier, CFI

Student and instructor departed E95, Benson, approximately 8:50am Saturday May 8 for under part 91 for a training flight at KRYN, Ryan field in N54140, a Cessna 172P. The aircraft had no mechanical squawks other than an intermittent CDI for the GPS. My recollection was that there was 40 gallons on board evenly distributed between the two tanks. The training objective was review of Class C operations over KTUS and operations, including landings and taxiing, in Class D airspace at Ryan Field. This was the students second flight to Ryan from E95. Weather at RYN was calm reported by Ryan ATIS and runway 6 was in use. The student conducted 5 landings to a full stop and taxi back on 6L at Ryan. I found the student performing sufficiently at tower/ground communications and landings to allow him to operate solo to meet his Part 61 objective of 3 landings at a control towered airport. Winds increased to light and variable per windsock observations and minor convective currents were present requiring some power variation to maintain glide path. I informed the control tower that I was going to exit the aircraft near the approach end of the runway while the student continued 3 more full stop landings solo. From my position at the approach end, I observed the student depart and enter left turns in the pattern and heard effective communications with the tower. His first approach was high, but he corrected and landed to a full stop and taxied back for another circuit. His second pattern he did not read back his landing clearance which was issued after his turn to final. Again, his approach appeared steep and glided longer than usual, and appeared fast on the touch down resulting in a bounce and several porpoise cycles before he initiated a go-around. I heard his call reporting go-around to the tower and his communications were non-standard and nervous sounding. His third approach was better stabilized than the prior and he floated several seconds before I saw the nose drop, then the aircraft bounced into the air nose high and yawing left. The second bounce had pronounced rolling and porpoising. I made a radio call to tower to direct the student to where I was standing as I suspected a prop strike could have occurred and wanted to inspect the aircraft before further operation. Upon shut down at the 6L runup area, I saw that the prop was damaged, and the engine cowling had been displaced. I called ground control to request assistance due to concern that there may be structural damage that would make taxiing hazardous. A tow vehicle was dispatched, and the aircraft towed to a maintenance hangar for further inspection. The final landing occurred approximately 10:30am in light and variable winds as observed by wind-sock. Visual inspection, without removing cowling or panels, indicated some buckling of the firewall near the nosewheel attachment and several shock-mounts for the upper engine cowling were broken. There was no indication of wing-tip or tail contact with the runway.

Daniel Mosier, CFI