



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	EVERGLADES CITY, FL	<b>Accident Number:</b>	MIA98LA050
<b>Date &amp; Time:</b>	01/02/1998, 1354 EST	<b>Registration:</b>	N757VT
<b>Aircraft:</b>	Cessna 152	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

The pilot stated that during the approach phase, there was a moderate crosswind (approximately 10 knots) from the east. He corrected for the crosswind by banking the aircraft into the wind. He further stated, that shortly before the runway threshold, a gust of wind from the west raised the aircraft's wing. He tried to take corrective action using rudder and aileron. The aircraft banked to the right, and the pilot tried to pull up as the aircraft went into a nose down attitude. The pilot was not able to fully recover from the sudden change in the aircraft's attitude. As a result of this, the aircraft hit the ground with the nosewheel, and the nosewheel separated from the aircraft. The propeller, and later the cowling, hit the runway. According to the airport manager, the pilot had called on the UNICOM frequency and asked for current weather. The airport manager advised the pilot of a '15 to 20 knot crosswind,' based on his observation of the airport windsock.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's inadequate compensation for wind conditions and failure to properly flare the airplane, which resulted in a hard landing and overload failure of the nose gear. The unfavorable wind conditions were related factors.

## Findings

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Occurrence #1: HARD LANDING

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (F) WEATHER CONDITION - VARIABLE WIND
2. (F) WEATHER CONDITION - CROSSWIND
3. (F) WEATHER CONDITION - GUSTS
4. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
5. (C) FLARE - NOT ATTAINED - PILOT IN COMMAND

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Occurrence #2: GEAR COLLAPSED

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

6. LANDING GEAR, NOSE GEAR - OVERLOAD

## Factual Information

On January 2, 1998, about 1354 eastern standard time, a Cessna 152, N757VT, registered to Ormond Beach Aviation Inc., operating as a 14 CFR Part 91, personal flight, crashed while landing at the Everglades Airpark, Everglades City, Florida. Visual meteorological conditions prevailed and no flight plan was filed. The airplane was substantially damaged. The pilot and one passenger were not injured. The flight originated from Ormond Beach, Florida, at 1100.

According to the pilot, "...during the approach phase there was a moderate crosswind (approximately 10 knots) from the east." He stated that to correct for the crosswind he "banked the aircraft into the wind." The pilot further stated, "...at or shortly before the runway threshold a gust from the west raised the aircraft's wing. I tried to take corrective action using rudder and aileron. The aircraft banked to the right and I tried to pull up as the aircraft went into a nose down attitude. I was not able to fully recover from the sudden change in the aircraft's attitude and as a result of this the aircraft hit the ground with the nosewheel. As the speed of the aircraft was still relatively high...the nose wheel was separated from the aircraft and the propeller and later the cowling hit the runway. After approximately 300 feet the aircraft came to a stop."

According to the airport manager, the pilot of N757VT called on the UNICOM frequency and asked for current weather. The airport manager advised the pilot of a "15 to 20 knot crosswind," based on his observation of the airport windsock.

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	46, Male
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	12/05/1996
<b>Occupational Pilot:</b>	<b>Last Flight Review or Equivalent:</b>		
<b>Flight Time:</b>	193 hours (Total, all aircraft), 60 hours (Total, this make and model), 128 hours (Pilot In Command, all aircraft), 55 hours (Last 90 days, all aircraft), 44 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N757VT
Model/Series:	152 152	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	15280044
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	12/19/1997, Annual	Certified Max Gross Wt.:	1675 lbs
Time Since Last Inspection:	42 Hours	Engines:	1 Reciprocating
Airframe Total Time:	7841 Hours	Engine Manufacturer:	Lycoming
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-235-L2C
Registered Owner:	ORMOND BEACH AVIATION INC.	Rated Power:	110 hp
Operator:	ORMOND BEACH AVIATION INC.	Operating Certificate(s) Held:	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	APF, 9 ft msl	Distance from Accident Site:	13 Nautical Miles
Observation Time:	1447 EST	Direction from Accident Site:	325°
Lowest Cloud Condition:	Scattered / 4500 ft agl	Visibility	10 Miles
Lowest Ceiling:	Broken / 20000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	15 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	60°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	22° C
Precipitation and Obscuration:			
Departure Point:	ORMOND BEACH, FL (OMN)	Type of Flight Plan Filed:	VFR
Destination:	(X01)	Type of Clearance:	VFR
Departure Time:	1100 EST	Type of Airspace:	

## Airport Information

Airport:	EVERGLADES AIRPARK (X01)	Runway Surface Type:	Asphalt
Airport Elevation:	5 ft	Runway Surface Condition:	Dry
Runway Used:	15	IFR Approach:	None
Runway Length/Width:	2400 ft / 50 ft	VFR Approach/Landing:	Full Stop

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 None	<b>Latitude, Longitude:</b>	

## Administrative Information

<b>Investigator In Charge (IIC):</b>	ALAN J YURMAN	<b>Report Date:</b>	10/30/1998
<b>Additional Participating Persons:</b>	RICHARD THOMAS; MIAMI, FL		
<b>Publish Date:</b>			
<b>Investigation Docket:</b>	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).