



National Transportation Safety Board Aviation Accident Data Summary

Location:	EVERGLADES CITY, FL	Accident Number:	MIA98LA050
Date & Time:	01/02/1998, 1354 EST	Registration:	N757VT
Aircraft:	Cessna 152	Injuries:	2 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

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

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

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

Occurrence #2: GEAR COLLAPSED

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

6. LANDING GEAR, NOSE GEAR - OVERLOAD

Pilot Information

Certificate:	Private	Age:	46
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	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	Engines:	1 Reciprocating
Operator:	ORMOND BEACH AVIATION INC.	Engine Manufacturer:	Lycoming
Operating Certificate(s) Held:	None	Engine Model/Series:	O-235-L2C
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	APF, 9 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	Broken / 20000 ft agl	Wind Speed/Gusts, Direction:	15 knots / , 60°
Temperature:	22° C	Visibility	10 Miles
Precipitation and Obscuration:			
Departure Point:	ORMOND BEACH, FL (OMN)	Destination:	(X01)

Airport Information

Airport:	EVERGLADES AIRPARK (X01)	Runway Surface Type:	Asphalt
Runway Used:	15	Runway Surface Condition:	Dry
Runway Length/Width:	2400 ft / 50 ft		

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC): ALAN J YURMAN Adopted Date: 10/30/1998

Investigation Docket: 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 pubinq@ntsb.gov, or at 800-877-6799. Dockets released after this date are available at <http://dms.nts.gov/pubdms/>.

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