



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	TURNER FALLS, MA	<b>Accident Number:</b>	BF093LA065
<b>Date &amp; Time:</b>	05/01/1993, 1800 EDT	<b>Registration:</b>	N49394
<b>Aircraft:</b>	CESSNA 152	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None

**Flight Conducted Under:** Part 91: General Aviation - Instructional

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## Analysis

DURING A LANDING, THE AIRPLANE BECAME AIRBORNE AGAIN, THEN IT BOUNCED SEVERAL TIMES BEFORE IT IMPACTED THE RUNWAY IN A NOSE DOWN ATTITUDE. THE PILOT REPORTED THAT THERE WERE NO AIRFRAME OR ENGINE ANOMALIES BEFORE THE LANDING. ALSO, HE REPORTED THE WINDS WERE FROM 260 DEG AT 2 TO 3 KNOTS, BUT WERE GUSTING 5 TO 8 KNOTS. ABOUT 20 MILES NORTH AT SPRINGFIELD, MA, THE WIND WAS FROM 010 DEGREES AT 10 KNOTS.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S IMPROPER FLARE AND IMPROPER RECOVERY FROM A BOUNCED LANDING.

## Findings

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Occurrence #1: HARD LANDING  
Phase of Operation: LANDING - FLARE/TOUCHDOWN

### Findings

1. (C) FLARE - IMPROPER - PILOT IN COMMAND
2. (C) RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND

## Factual Information

### Pilot Information

<b>Certificate:</b>	Student	<b>Age:</b>	30, Male
<b>Airplane Rating(s):</b>	None	<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>	04/08/1992
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	15 hours (Total, all aircraft), 7 hours (Total, this make and model), 7 hours (Last 90 days, all aircraft), 7 hours (Last 30 days, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N49394
<b>Model/Series:</b>	152 152	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Utility	<b>Serial Number:</b>	15281234
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	01/14/1993, Annual	<b>Certified Max Gross Wt.:</b>	1670 lbs
<b>Time Since Last Inspection:</b>	131 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	5836 Hours	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	O-235-L2C
<b>Registered Owner:</b>	COLLEGIATE FLYING CLUB, INC.	<b>Rated Power:</b>	110 hp
<b>Operator:</b>	COLLEGIATE FLYING CLUB, INC.	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	CEF, 356 ft msl	Distance from Accident Site:	20 Nautical Miles
Observation Time:	1800 EDT	Direction from Accident Site:	1°
Lowest Cloud Condition:	Scattered / 5500 ft agl	Visibility	25 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	10°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	27° C / 3° C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1750 EDT	Type of Airspace:	Class G

## Airport Information

Airport:	TURNER FALLS (0B5)	Runway Surface Type:	Asphalt
Airport Elevation:	357 ft	Runway Surface Condition:	Dry
Runway Used:	34	IFR Approach:	None
Runway Length/Width:	3013 ft / 75 ft	VFR Approach/Landing:	Touch and Go; Traffic Pattern

## Wreckage and Impact Information

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

## Administrative Information

Investigator In Charge (IIC):	MARGARET B NAPOLITAN	Report Date:	10/13/1993
Additional Participating Persons:	BERTRAND J LABBE; WINDSOR LOCKS, CT		
Publish Date:			
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 <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> .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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](#).