



National Transportation Safety Board Aviation Accident Final Report

Location:	SHELBYVILLE, TN	Accident Number:	ATL92LA043
Date & Time:	02/02/1992, 1145 CST	Registration:	N6299Q
Aircraft:	CESSNA 152	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None

Flight Conducted Under: Part 91: General Aviation - Instructional

Analysis

THE STUDENT PILOT WAS LANDING AT THE FIRST STOP OF A LONG CROSS-COUNTRY. DURING THE LANDING APPROACH HER ATTENTION WAS DIVERTED BY ANOTHER AIRPLANE IN THE LANDING PATTERN. SHE STATED THAT SHE SHORTENED THE LANDING PATTERN, WAS A LITTLE FAST ON THE APPROACH, & USED 10 DEGREES VICE 20 DEGREES OF FLAPS. WHEN THE RWY WAS MADE, SHE RETARDED THE THROTTLE, & AS SHE WAS ABOUT TO FLARE FOR LANDING, THE AIRPLANE LANDED HARD. THE NOSE GEAR COLLAPSED.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE IMPROPER LEVEL OFF BY THE STUDENT PILOT BECAUSE OF MISJUDGING THE AIRPLANE'S ALTITUDE ABOVE THE RUNWAY. A FACTOR WAS HER DIVERTED ATTENTION BY AN AIRCRAFT BEHIND HER IN THE TRAFFIC PATTERN.

Findings

Occurrence #1: HARD LANDING

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (C) ALTITUDE - MISJUDGED - PILOT IN COMMAND
2. (C) LEVEL OFF - IMPROPER - PILOT IN COMMAND
3. (F) DIVERTED ATTENTION - PILOT IN COMMAND

Occurrence #2: NOSE GEAR COLLAPSED

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

4. LANDING GEAR, NOSE GEAR ASSEMBLY - OVERLOAD

Factual Information

Pilot Information

Certificate:	Student	Age:	21, Female
Airplane Rating(s):	None	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	03/29/1991
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	48 hours (Total, all aircraft), 35 hours (Total, this make and model), 14 hours (Pilot In Command, all aircraft), 11 hours (Last 90 days, all aircraft), 3 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N6299Q
Model/Series:	152 152	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	15285224
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	11/16/1991, 100 Hour	Certified Max Gross Wt.:	1675 lbs
Time Since Last Inspection:	58 Hours	Engines:	1 Reciprocating
Airframe Total Time:	5038 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-235-L2C
Registered Owner:	C & G AIRCRAFT SALES, INC.	Rated Power:	110 hp
Operator:	C & G AIRCRAFT SALES, INC.	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	BNA, 599 ft msl	Distance from Accident Site:	30 Nautical Miles
Observation Time:	1050 CST	Direction from Accident Site:	340°
Lowest Cloud Condition:	Scattered / 17000 ft agl	Visibility	10 Miles
Lowest Ceiling:	Overcast / 25000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	2 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	30°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	13° C / 3° C
Precipitation and Obscuration:			
Departure Point:	CHATTONOOGA, TN (CHA)	Type of Flight Plan Filed:	VFR
Destination:		Type of Clearance:	None
Departure Time:	1145 EST	Type of Airspace:	Class G

Airport Information

Airport:	BOMAR FIELD (SYI)	Runway Surface Type:	Asphalt
Airport Elevation:	800 ft	Runway Surface Condition:	Dry
Runway Used:	36	IFR Approach:	None
Runway Length/Width:	5003 ft / 100 ft	VFR Approach/Landing:	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):	Preston E Hicks	Report Date:	08/13/1993
Additional Participating Persons:	JOHN R TOY; NASHVILLE, TN		
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 pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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](#).