



National Transportation Safety Board Aviation Accident Final Report

Location:	DELANO, CA	Accident Number:	LAX92LA226
Date & Time:	06/01/1992, 1230 PDT	Registration:	N68342
Aircraft:	CESSNA 152	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None

Flight Conducted Under: Part 91: General Aviation - Instructional

Analysis

THE STUDENT PILOT WAS ON A SOLO CROSS COUNTRY FLIGHT. AFTER TOUCHDOWN ON RUNWAY 32L THE PILOT SAID A DUST DEVIL OR GUST OF WIND PUSHED THE AIRCRAFT OFF THE LEFT SIDE OF THE RUNWAY. THE AIRCRAFT NOSED OVER ONTO ITS BACK AFTER ENCOUNTERING SOFT, RECENTLY PLOWED SOIL.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE FAILURE OF THE STUDENT PILOT TO ADEQUATELY COMPENSATE FOR GUSTING CROSS WIND CONDITIONS AND HIS FAILURE TO MAINTAIN DIRECTIONAL CONTROL DURING THE LANDING ROLL.

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. WEATHER CONDITION - CROSSWIND
 2. WEATHER CONDITION - GUSTS
 3. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
 4. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
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Occurrence #2: NOSE OVER
Phase of Operation: LANDING - ROLL

Findings

5. TERRAIN CONDITION - SOFT

Factual Information

Pilot Information

Certificate:	Student	Age:	47, Male
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:	08/17/1991
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	146 hours (Total, all aircraft), 120 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N68342
Model/Series:	152 152	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	15282269
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	05/21/1992, 100 Hour	Certified Max Gross Wt.:	1670 lbs
Time Since Last Inspection:	27 Hours	Engines:	1 Reciprocating
Airframe Total Time:	4600 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-235-L2C
Registered Owner:	M & S AIR SUPPLY	Rated Power:	110 hp
Operator:	SECURITY 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:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	40 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	350°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	38° C
Precipitation and Obscuration:			
Departure Point:	HAWTHORNE, CA (HHR)	Type of Flight Plan Filed:	VFR
Destination:		Type of Clearance:	None
Departure Time:	1100 PDT	Type of Airspace:	Class G

Airport Information

Airport:	DELANO MUNICIPAL (DLO)	Runway Surface Type:	Asphalt
Airport Elevation:	313 ft	Runway Surface Condition:	Dry
Runway Used:	32L	IFR Approach:	None
Runway Length/Width:	5650 ft / 75 ft	VFR Approach/Landing:	Full Stop

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):	Jeff Rich	Report Date:	06/11/1993
Additional Participating Persons:	JIM SHAMP; FRESNO, CA		
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](#).