



National Transportation Safety Board Aviation Accident Final Report

Location:	GREAT BARRINGTO, MA	Accident Number:	BF092LA132
Date & Time:	09/01/1992, 1745 EDT	Registration:	N4792M
Aircraft:	CESSNA 152	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None

Flight Conducted Under: Part 91: General Aviation - Instructional

Analysis

THE STUDENT PILOT REPORTED THAT SHE WAS ATTEMPTING TO CORRECT FOR A CROSSWIND DURING LANDING WHEN SHE 'PULLED THE NOSE UP TOO FAR' AND BOUNCED HARD ON THE RUNWAY. THE PILOT STATED THAT SHE THEN ADDED POWER TO TRY TO RECOVER, BUT THE AIRCRAFT BOUNCED ONTO THE RUNWAY AGAIN. SUBSEQUENTLY, THE AIRCRAFT NOSED OVER.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S FAILURE TO RECOVER FROM A BOUNCED LANDING. FACTORS RELATED TO THE ACCIDENT WERE THE PILOT'S INADEQUATE FLARE AND FAILURE TO MAINTAIN DIRECTIONAL CONTROL.

Findings

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

Findings

1. (F) FLARE - INADEQUATE - PILOT IN COMMAND
2. (C) RECOVERY FROM BOUNCED LANDING - NOT PERFORMED - PILOT IN COMMAND
3. (F) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Student	Age:	35, 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--w/ waivers/lim.	Last FAA Medical Exam:	10/25/1991
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	52 hours (Total, all aircraft), 44 hours (Total, this make and model), 19 hours (Pilot In Command, all aircraft), 11 hours (Last 90 days, all aircraft), 7 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N4792M
Model/Series:	152 152	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	15284483
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	08/01/1993, 100 Hour	Certified Max Gross Wt.:	1675 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:		Engine Model/Series:	O-235-L2C
Registered Owner:	BLUEBIRD AVIATION	Rated Power:	108 hp
Operator:	BLUEBIRD AVIATION	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	0 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	300°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:			
Departure Point:	DANBURY, CT (DXR)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1700 EDT	Type of Airspace:	Class G

Airport Information

Airport:	GREAT BARRINGTON (GBR)	Runway Surface Type:	Asphalt
Airport Elevation:	739 ft	Runway Surface Condition:	Dry
Runway Used:	29	IFR Approach:	None
Runway Length/Width:	2579 ft / 50 ft	VFR Approach/Landing:	Full Stop; 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):	JEFFREY B GUZZETTI	Report Date:	06/30/1993
Additional Participating Persons:	T. OLMSTEAD; 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 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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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](#).