



National Transportation Safety Board Aviation Accident Data Summary

Location:	PALO ALTO, CA	Accident Number:	LAX91LA379
Date & Time:	09/01/1991, 0838 PDT	Registration:	N89022
Aircraft:	CESSNA C-152	Injuries:	2 None
Flight Conducted Under:	Part 91: General Aviation - Instructional		

Analysis

THE STUDENT PILOT LANDED HARD AND BOUNCED THE AIRPLANE BACK INTO THE AIR ABOUT 20 FEET. THE INSTRUCTOR TOOK OVER THE CONTROLS BUT WAS UNABLE TO GAIN CONTROL OF THE AIRPLANE BEFORE IT STALLED AND STRUCK THE RUNWAY WITH THE LEFT WING AND TAIL. THE AIRPLANE THEN DEPARTED THE LEFT SIDE OF THE RUNWAY, STRIKING A RUNWAY LIGHT. THERE WERE NO MECHANICAL FAILURES OR MALFUNCTIONS WITH THE AIRPLANE BEFORE THE ACCIDENT.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: IMPROPER RECOVERY FROM A BOUNCED LANDING BY THE STUDENT PILOT AND THE DELAYED REMEDIAL ACTION OF THE INSTRUCTOR PILOT. CONTRIBUTING TO THIS ACCIDENT WAS THE STUDENT PILOT'S FAILURE TO MAINTAIN THE PROPER DESCENT RATE WHICH RESULTED IN A BOUNCED LANDING AND THE CERTIFIED INSTRUCTOR PILOT'S INADEQUATE SUPERVISION DURING THE LANDING.

Findings

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

- Findings
1. (F) PROPER DESCENT RATE - NOT MAINTAINED - DUAL STUDENT
 2. (F) SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
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Occurrence #2: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: LANDING - FLARE/TOUCHDOWN

- Findings
3. (C) RECOVERY FROM BOUNCED LANDING - IMPROPER - DUAL STUDENT
 4. (C) REMEDIAL ACTION - DELAYED - PILOT IN COMMAND(CFI)
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Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: LANDING - FLARE/TOUCHDOWN

- Findings
5. TERRAIN CONDITION - RUNWAY

Pilot Information

Certificate:	Flight Instructor; Commercial	Age:	32
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine; Instrument Airplane
Flight Time:	2062 hours (Total, all aircraft), 1450 hours (Total, this make and model), 1923 hours (Pilot In Command, all aircraft), 179 hours (Last 90 days, all aircraft), 65 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N89022
Model/Series:	C-152 C-152	Engines:	1 Reciprocating
Operator:	MAIN, STANLEY G.	Engine Manufacturer:	LYCOMING
Operating Certificate(s) Held:	None	Engine Model/Series:	O-235-N2C
Flight Conducted Under:	Part 91: General Aviation - Instructional		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Weather Information Source:	Unknown
Lowest Ceiling:	Broken / 900 ft agl	Wind Speed/Gusts, Direction:	Calm / , Variable
Temperature:	18°C	Visibility:	10 Miles
Precipitation and Obscuration:			
Departure Point:	SAN CARLOS, CA (SQL)	Destination:	PALO ALTO, CA (PAO)

Airport Information

Airport:	PALO ALTO (PAO)	Runway Surface Type:	Asphalt
Runway Used:	3	Runway Surface Condition:	Dry
Runway Length/Width:	2500 ft / 65 ft		

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC): Thomas H Wilcox

Adopted Date: 05/03/1993

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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