



National Transportation Safety Board Aviation Accident Final Report

Location:	LINCOLN, NE	Accident Number:	CHI00LA197
Date & Time:	07/01/2000, 2000 CDT	Registration:	N6432M
Aircraft:	Cessna 152	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None

Flight Conducted Under: Part 91: General Aviation - Instructional

Analysis

The student pilot was practicing landings solo when the accident occurred. According to a statement by the student pilot, 'When I flared the airplane floated and I relaxed the yoke to level it back with the runway then suddenly plane hit the ground hard and bounced back in the air. That totally got me by surprise. After that plane bounced 2-3 more times and settled back on the runway. After that I heard rattling sounds as plane rolled on the runway.'

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the misjudged flare and the inadequate recovery from the bounced landing performed by the student pilot.

Findings

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

Findings

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

Factual Information

On July 1, 2000, at 2000 central daylight time (CDT), a Cessna 152, N6432M, piloted by a student pilot on a solo flight, sustained substantial damage during a hard landing at the Lincoln Municipal Airport (LNK), Lincoln Nebraska. The flight was being operated under the provisions of 14 CFR Part 91, and was not operating on a flight plan. Visual meteorological conditions prevailed at the time of the accident. The student pilot reported no injuries. The local flight departed LNK at 1915 CDT.

In a written statement, the pilot stated, "I was approaching runway 17L for my second touch and go that evening. There was no wind or any other kind of weather hazard. I had already set up the plane in landing configuration. Flaps were fully down, airplane was aligned with the runway centerline, airspeed indicator showing between 60 and 65 knots. I was going to make a routine landing, or so I thought. When I flared the airplane floated and I relaxed the yoke to level it back with the runway then suddenly plane hit the ground hard and bounced back in the air. That totally got me by surprise. After that plane bounced 2-3 more times and settled on the runway. After that I heard rattling sounds as plane rolled on the runway. Thinking that something was wrong I asked control tower's permission to taxi back to ramp. When I got out of the plane I noticed that front tire was flat and bearings had come loose around the nose wheel axle."

A post accident examination of the aircraft revealed damage to the firewall.

Pilot Information

Certificate:	Student	Age:	25, 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--w/ waivers/lim.	Last FAA Medical Exam:	05/01/2000
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	35 hours (Total, all aircraft), 35 hours (Total, this make and model), 7 hours (Pilot In Command, all aircraft), 13 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N6432M
Model/Series:	152 152	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal; Utility	Serial Number:	15284724
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	06/30/2000, 100 Hour	Certified Max Gross Wt.:	1670 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Mazda
ELT:	Installed, not activated	Engine Model/Series:	O-235L2C
Registered Owner:	CAPITAL AVIATION	Rated Power:	110 hp
Operator:	CAPITAL AVIATION	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	LNK, 1219 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	1954 CDT	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	10 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	27° C / 14° C
Precipitation and Obscuration:			
Departure Point:	(LNK)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	VFR
Departure Time:	1915 CDT	Type of Airspace:	Class C

Airport Information

Airport:	LINCOLN MUNICIPAL AIRPORT (LNK)	Runway Surface Type:	Asphalt
Airport Elevation:	1219 ft	Runway Surface Condition:	Dry
Runway Used:	17L	IFR Approach:	None
Runway Length/Width:	5400 ft / 100 ft	VFR Approach/Landing:	Straight-in; 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):	JIM SILLIMAN	Report Date:	04/06/2001
Additional Participating Persons:	BOB JOHNSON; LINCOLN, NE		
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 pubinquiry@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](#).