



National Transportation Safety Board Aviation Accident Final Report

Location:	UPLAND, CA	Accident Number:	LAX90LA239
Date & Time:	07/01/1990, 1545 PDT	Registration:	N89756
Aircraft:	CESSNA 152	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None

Flight Conducted Under: Part 91: General Aviation - Instructional

Analysis

DURING THE STUDENT PILOT'S THIRD SOLO LANDING HE FAILED TO FLARE FOR TOUCHDOWN. THE AIRCRAFT PORPOISED AND IMPACTED THE RUNWAY ON THE NOSE LANDING GEAR. THE IMPACT COLLAPSED THE NOSE GEAR.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE STUDENT PILOT NOT FLARING FOR THE TOUCHDOWN.

Findings

Occurrence #1: NOSE GEAR COLLAPSED
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (C) FLARE - NOT PERFORMED - PILOT IN COMMAND
2. (C) PORPOISE/PILOT-INDUCED OSCILLATION - INADVERTENT - PILOT IN COMMAND
3. (F) LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Student	Age:	40, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Unknown
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	06/14/1990
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	33 hours (Total, all aircraft), 33 hours (Total, this make and model), 3 hours (Pilot In Command, all aircraft), 30 hours (Last 90 days, all aircraft), 12 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N89756
Model/Series:	152 152	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:		Serial Number:	15282854
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	1670 lbs
Time Since Last Inspection:	0 Hours	Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-235-L2C
Registered Owner:	UNKNOWN	Rated Power:	108 hp
Operator:	CABLEAIR, INC.	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	ONT, 943 ft msl	Distance from Accident Site:	6 Nautical Miles
Observation Time:	1546 PDT	Direction from Accident Site:	297°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	10 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	14 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	270°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	-18°C / -18°C
Precipitation and Obscuration:			
Departure Point:	(CCB)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1538 PDT	Type of Airspace:	

Airport Information

Airport:	CABLE (CCB)	Runway Surface Type:	Asphalt
Airport Elevation:	614 ft	Runway Surface Condition:	Dry
Runway Used:	24	IFR Approach:	None
Runway Length/Width:	3785 ft / 75 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):	JAMES A WALL	Report Date:	11/23/1992
Additional Participating Persons:	ROGER BROWNLOW; RIVERSIDE, 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](#).