



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	CHARLESTON, SC	<b>Accident Number:</b>	ATL88LA126
<b>Date &amp; Time:</b>	04/01/1988, 1115 EST	<b>Registration:</b>	N68726
<b>Aircraft:</b>	CESSNA 152	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None

**Flight Conducted Under:** Part 91: General Aviation - Instructional

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## Analysis

THE STUDENT PLT RPTD THAT THE AIRPLANE WAS LOW ON FINAL APPCH, AND THAT HE APPLIED PWR TO MAINTAIN ALTITUDE. AFTER CROSSING THE RWY THRESHOLD, HE REDUCED THE PWR TO IDLE & LOWERED THE NOSE TO MAINTAIN AIRSPEED. HE INITIATED A FLARE PRIOR TO TOUCHDOWN, BUT THE AIRPLANE LANDED HARD IN A NOSE-LOW ATTITUDE. THE AIRPLANE BEGAN TO PORPOISE, AND THE NOSE LDG GEAR COLLAPSED. THE AIRPLANE SUBSEQUENTLY SKIDDED OFF OF THE SIDE OF THE RWY. THE STUDENT PLT HAD APPROX 14 HRS OF SOLO EXPERIENCE AND WAS ENDORSED FOR SOLO FLIGHT.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

## Findings

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Occurrence #1: HARD LANDING

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (C) THROTTLE/POWER CONTROL - IMPROPER USE OF - PILOT IN COMMAND
2. (F) LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
3. (C) FLARE - IMPROPER - PILOT IN COMMAND
4. PORPOISE/PILOT-INDUCED OSCILLATION - INADVERTENT - PILOT IN COMMAND
5. (C) RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND

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Occurrence #2: NOSE GEAR COLLAPSED

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

6. LANDING GEAR,NOSE GEAR - OVERLOAD

## Factual Information

### Pilot Information

<b>Certificate:</b>	Student	<b>Age:</b>	27, Male
<b>Airplane Rating(s):</b>	None	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	05/27/1987
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	46 hours (Total, all aircraft), 46 hours (Total, this make and model), 14 hours (Pilot In Command, all aircraft), 7 hours (Last 90 days, all aircraft), 4 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N68726
<b>Model/Series:</b>	152 152	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Utility	<b>Serial Number:</b>	15282339
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	AAIP	<b>Certified Max Gross Wt.:</b>	1670 lbs
<b>Time Since Last Inspection:</b>	83 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	4085 Hours	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	O-235-L2C
<b>Registered Owner:</b>	CHARLESTON AFB AERO CLUB	<b>Rated Power:</b>	110 hp
<b>Operator:</b>	CHARLESTON AFB AERO CLUB	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	CHS, 46 ft msl	Distance from Accident Site:	12 Nautical Miles
Observation Time:	1150 EST	Direction from Accident Site:	355°
Lowest Cloud Condition:	Scattered / 4500 ft agl	Visibility	15 Miles
Lowest Ceiling:	Overcast / 25000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	9 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	130°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	24° C / 13° C
Precipitation and Obscuration:			
Departure Point:	CHARLESTON AFB, SC (CHS)	Type of Flight Plan Filed:	VFR
Destination:		Type of Clearance:	None
Departure Time:	1036 EST	Type of Airspace:	Class G

## Airport Information

Airport:	CHARLESTON EXECUTIVE (JZI)	Runway Surface Type:	Concrete
Airport Elevation:	20 ft	Runway Surface Condition:	Dry
Runway Used:	9	IFR Approach:	None
Runway Length/Width:	5000 ft / 150 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):	SCOTT STRICKLAND	Report Date:	07/26/1989
Additional Participating Persons:	CECIL DAVIDSON; COLUMBIA, SC		
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 <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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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](#).