



National Transportation Safety Board Aviation Accident Data Summary

Location:	GAITHERSBURG, MD	Accident Number:	ATL83LA306
Date & Time:	08/01/1983, 1840 EDT	Registration:	N24814
Aircraft:	CESSNA 152	Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Instructional		

Analysis

THE ACFT NOSED OVER AFTER A SOLO STUDENT PILOT LOST DIRECTIONAL CONTROL DURING LANDING. THE WIND WAS FROM THE SOUTH AT 5 TO 10 KTS. BECAUSE OF THE WIND AND TURBULENCE THE CFI HAD FLOWN ONE PATTERN WITH HIM. THE STUDENT MADE THE LANDING WITHOUT ASSISTANCE. THE CFI GOT OUT AND THE STUDENT MADE A SUCCESSFUL SOLO LANDING. ON THE 2ND APPROACH HE WAS TOO HIGH AND WENT AROUND. ON THE 3RD APPROACH HE WAS HIGH AGAIN AND UNSTEADY IN THE WIND. THE ACFT BOUNCED ON TOUCHDOWN AND THE STUDENT APPLIED THE BRAKES THROUGHOUT A SERIES OF BOUNCES FOLLOWED BY THE ACFT NOSING OVER OFF THE LEFT SIDE OF THE RWY. THE STUDENT HAD BEEN INSTRUCTED TO MAKE FULL STOP LANDINGS USING 20 DEGREES OF FLAPS AND 60 KTS OF AIRSPEED ON FINAL APPROACH.

Probable Cause

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

Findings

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

Findings

1. (C) WEATHER CONDITION - TURBULENCE
2. (C) FLARE - IMPROPER - PILOT IN COMMAND
3. (C) RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
4. (C) BRAKES(NORMAL) - IMPROPER USE OF - PILOT IN COMMAND
5. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
6. (C) GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND

Occurrence #2: NOSE OVER
Phase of Operation: LANDING - ROLL

Pilot Information

Certificate:	Student	Age:	52
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):		Instructor Rating(s):	
Flight Time:	32 hours (Total, all aircraft), 32 hours (Total, this make and model), 1 hours (Pilot In Command, all aircraft), 23 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N24814
Model/Series:	152 152	Engines:	1 Reciprocating
Operator:	DAVID E. SHARP	Engine Manufacturer:	LYCOMING
Operating Certificate(s) Held:	None	Engine Model/Series:	O-235-L2C
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:	DCA, 15 ft msl	Weather Information Source:	Unknown
Lowest Ceiling:	Broken / 11000 ft agl	Wind Speed/Gusts, Direction:	9 knots / 11 knots, 230°
Temperature:	32° C	Visibility	15 Miles
Precipitation and Obscuration:			
Departure Point:		Destination:	

Airport Information

Airport:	MONTGOMERY COUNTY (GAI)	Runway Surface Type:	Asphalt
Runway Used:	14	Runway Surface Condition:	Dry
Runway Length/Width:	4200 ft / 75 ft		

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
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC): PHILLIP POWELL

Adopted 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.