



National Transportation Safety Board Aviation Accident Final Report

Location:	URBANA, IL	Accident Number:	CHI84LA348
Date & Time:	08/01/1983, 1545 CDT	Registration:	N4648M
Aircraft:	CESSNA 152	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

THE STUDENT PLT STATED THAT WHEN APPROACHING OVER WIRES SHE 'POWERED UP AND ENDED UP COMING IN TOO FAST.' THE ACFT MADE INITIAL CONTACT ON THE NOSE WHEEL. SUBST DAMAGE TO THE ENG MOUNT AREA AND THE LEFT WING.

Probable Cause and Findings

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

Findings

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

Findings

1. (C) FLARE - IMPROPER - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Student	Age:	33, Female
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):		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:	03/09/1983
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	72 hours (Total, all aircraft), 72 hours (Total, this make and model), 3 hours (Pilot In Command, all aircraft), 45 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N4648M
Model/Series:	152 152	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Utility	Serial Number:	1528473
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	05/24/1983, Unknown	Certified Max Gross Wt.:	1600 lbs
Time Since Last Inspection:	36 Hours	Engines:	1 Reciprocating
Airframe Total Time:	1388 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed, activated	Engine Model/Series:	O-235-L2C
Registered Owner:	ILLINI AVIATION INC	Rated Power:	110 hp
Operator:	ILLINI AVIATION INC	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Scattered / 4000 ft agl	Visibility	20 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	320°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	29° C
Precipitation and Obscuration:			
Departure Point:	LINCOLN, IL (3LC)	Type of Flight Plan Filed:	VFR
Destination:		Type of Clearance:	None
Departure Time:	1515 CDT	Type of Airspace:	Class D

Airport Information

Airport:	URBANA (C16)	Runway Surface Type:	Asphalt
Airport Elevation:	735 ft	Runway Surface Condition:	Dry
Runway Used:	28	IFR Approach:	None
Runway Length/Width:	2500 ft / 30 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):	E. J MCAVOY	Report Date:	
Additional Participating Persons:			
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](#).