



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	Long Beach, CA	<b>Accident Number:</b>	LAX01LA137
<b>Date &amp; Time:</b>	04/02/2001, 1849 PDT	<b>Registration:</b>	N669SP
<b>Aircraft:</b>	Cessna 172S	<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 pilot landed hard, veered to the right of the runway, and stuck a taxiway sign with the lower portion of the left wing strut. The pilot, on his fifth solo flight, had been approved by his flight instructor to practice landing-pattern work. Winds at the time of the accident were from 160 degrees at 9 knots.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The student pilot's inadequate compensation for the existing crosswind and his improper landing flare that resulted in a hard landing, and loss of directional control during the landing roll.

## Findings

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Occurrence #1: HARD LANDING

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. WEATHER CONDITION - CROSSWIND
2. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - DUAL STUDENT
3. (C) FLARE - IMPROPER - DUAL STUDENT

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Occurrence #2: LOSS OF CONTROL - ON GROUND/WATER

Phase of Operation: LANDING - ROLL

Findings

4. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - DUAL STUDENT

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Occurrence #3: ON GROUND/WATER COLLISION WITH OBJECT

Phase of Operation: LANDING - ROLL

Findings

5. OBJECT - AIRPORT SIGN/MARKER

## Factual Information

On April 2, 2001, at 1849 hours Pacific daylight time, a Cessna 172S, N669SP, made a hard landing on runway 25L at the Long Beach/Daugherty Field Airport, Long Beach, California. The airplane sustained substantial damage after it veered off the right side of the runway and struck a taxiway sign with the lower portion of the left wing strut. The airplane was operated by Surface to Air as an instructional flight under the provisions of 14 CFR Part 91. The student pilot, the sole occupant, was not injured. Visual meteorological conditions prevailed for the local landing pattern-work flight. No flight plan had been filed.

The Long Beach/Daugherty Field (LGB) aviation routine weather report (METAR) issued at 1856 reported: visibility 10 miles with few clouds at 4,000 msl; wind from 160 degrees at 9 knots; temperature 57 degrees Fahrenheit; dew point 48 degrees Fahrenheit; and altimeter 29.85 inHg.

A Safety Board investigator interviewed the operator of the airplane. He stated that this was the student pilot's fifth solo. The pilot had been approved to practice landing pattern work. On the first landing the student landed the airplane hard. The airplane ballooned and veered to the right off the runway, where it struck a taxiway sign.

Repeated unsuccessful attempts were made to obtain airplane and pilot information from both the airplane owner and the student pilot.

## Pilot Information

<b>Certificate:</b>	Student	<b>Age:</b>	36, Male
<b>Airplane Rating(s):</b>	None	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<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>	03/15/2001
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>			

## Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N669SP
Model/Series:	172S	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	172S8622
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	2550 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Lycoming
ELT:		Engine Model/Series:	IO-360-L2A
Registered Owner:	Surface to Air	Rated Power:	180 hp
Operator:	Surface to Air	Operating Certificate(s) Held:	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	LGB, 58 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	1856 PDT	Direction from Accident Site:	0°
Lowest Cloud Condition:	Few / 4000 ft agl	Visibility	10 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	9 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	160°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.85 inches Hg	Temperature/Dew Point:	14° C / 9° C
Precipitation and Obscuration:			
Departure Point:	Long Beach, CA (LGB)	Type of Flight Plan Filed:	None
Destination:	Long Beach, CA (LGB)	Type of Clearance:	VFR
Departure Time:	1840 PDT	Type of Airspace:	Class D

## Airport Information

Airport:	Long Beach (LGB)	Runway Surface Type:	Asphalt
Airport Elevation:	58 ft	Runway Surface Condition:	Dry
Runway Used:	25L	IFR Approach:	None
Runway Length/Width:	5420 ft / 150 ft	VFR Approach/Landing:	Traffic Pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	N/A	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	33.817500, -118.151389

## Administrative Information

<b>Investigator In Charge (IIC):</b>	TEALEYE C CORNEJO	<b>Report Date:</b>	06/03/2002
<b>Additional Participating Persons:</b>	GARY LACKEY; FEDERAL AVIATION ADMINISTRATION; LONG BEACH, CA		
<b>Publish Date:</b>			
<b>Investigation Docket:</b>	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.ntsbt.gov/pubdms/">http://dms.ntsbt.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](#).