



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	Teterboro, NJ	<b>Accident Number:</b>	NYC02LA101
<b>Date &amp; Time:</b>	05/01/2002, 1325 EDT	<b>Registration:</b>	N4468N
<b>Aircraft:</b>	Cessna 182Q	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

The pilot was performing a crosswind landing to runway 1. The pilot reported that the airplane landed hard, veered to the right and began to bounce, before coming to rest on the runway. The pilot described the bounces as "hard." Examination of the airplane revealed damage to the propeller, nose landing gear, and the firewall. The pilot did not report any mechanical problems with the airplane. Winds reported at the airport about the time of the accident were from 350 degrees at 15 knots, with 20 knot gusts.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's improper flare and his improper recovery from a bounced landing, which resulted in a hard landing. A factor in this accident was the crosswind condition.

## Findings

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

### Findings

1. (F) WEATHER CONDITION - CROSSWIND
2. (C) FLARE - IMPROPER - PILOT IN COMMAND
3. (C) RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND

## Factual Information

On May 1, 2002, about 1325 eastern daylight time, a Cessna 182Q, N4468N, was substantially damaged while landing at the Teterboro Airport (TEB), Teterboro, New Jersey. The certificated private pilot was not injured. Visual meteorological conditions prevailed and no flight plan had been filed for the personal flight conducted under 14 CFR Part 91.

The pilot was landing on runway 1, a 7,000-foot long, 150-foot wide, asphalt runway. In a written statement, the pilot said he experienced a strong crosswind, which required a "very distinct left-hand crab." The airplane landed hard, veered to the right, and began to bounce. The pilot described the bounces as "hard;" however, the airplane came to rest on the runway, and he taxied to a parking area.

Examination of the airplane by a Federal Aviation Administration (FAA) inspector revealed damage to the propeller, nose landing gear, and the firewall.

The pilot did not report any mechanical problems with the airplane.

The pilot reported 220 hours of total flight experience, which included about 9 hours in make and model.

Winds reported at TEB, at 1351, were from 350 degrees at 15 knots, with 20 knot gusts.

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	54, Male
<b>Airplane Rating(s):</b>	Single-engine Land	<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>	11/29/2001
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	09/30/2000
<b>Flight Time:</b>	220 hours (Total, all aircraft), 9 hours (Total, this make and model), 135 hours (Pilot In Command, all aircraft), 2 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N4468N
Model/Series:	182Q	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	820193-R
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	11/19/2001, Annual	Certified Max Gross Wt.:	2950 lbs
Time Since Last Inspection:	130 Hours	Engines:	1 Reciprocating
Airframe Total Time:	3808 Hours at time of accident	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	0470-U
Registered Owner:	Paramus Flying Club	Rated Power:	200 hp
Operator:	Paramus Flying Club	Operating Certificate(s) Held:	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	TEB, 9 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	1351 EDT	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear	Visibility	10 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	15 knots / 20 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	350°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.83 inches Hg	Temperature/Dew Point:	18° C / -4° C
Precipitation and Obscuration:			
Departure Point:	Teterboro, NJ (TEB)	Type of Flight Plan Filed:	None
Destination:	Terboro, NJ (TEB)	Type of Clearance:	None
Departure Time:	1150 EDT	Type of Airspace:	Class D

## Airport Information

Airport:	Teterboro Airport (TEB)	Runway Surface Type:	Asphalt
Airport Elevation:	9 ft	Runway Surface Condition:	Dry
Runway Used:	010	IFR Approach:	None
Runway Length/Width:	7000 ft / 150 ft	VFR Approach/Landing:	Full Stop; 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>	40.850000, -74.060833

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Luke Schiada	<b>Report Date:</b>	01/16/2003
<b>Additional Participating Persons:</b>	Ken Symons; Teterboro, NJ		
<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](#).