



National Transportation Safety Board Aviation Accident Data Summary

Location:	Pontiac, MI	Accident Number:	CHI03LA294
Date & Time:	09/02/2003, 1506 EDT	Registration:	N757GL
Aircraft:	Cessna 152	Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Instructional		

Analysis

The nose landing gear collapsed during a recovery from a bounced landing. The student pilot reported that he was practicing landings on runway 9L, and upon touchdown during the second landing attempt, the airplane "bounced into the air". The pilot stated the airplane settled back to the runway and the nose landing gear touched down prior to the main landing gear. The pilot reported that the nose landing gear "folded and the aircraft veered to the left edge of the runway and then to the right[,] stopping in the middle of the runway." The student pilot reported his total flight time was 179 hours, of which 52 hours were as pilot-in-command. The pilot had flown 22 hours during the previous 90 days and 14 hours during the previous 30 days. Besides the accident flight, the pilot had not flown during the previous 24 hours. The local winds approximately 13 minutes prior to the accident were 060 degrees true at 10 knots gusting to 15 knots. The local winds approximately 26 minutes after the accident were 120 degrees true at 7 knots, winds direction variable between 100 and 160 degrees.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The student pilot's inadequate recovery from the bounced landing. Factors contributing to the accident were the variable crosswind, the misjudged flare that resulted in the bounced landing and the subsequent collapse of the nose landing gear.

Findings

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

- Findings
1. (F) WEATHER CONDITION - CROSSWIND
 2. (F) WEATHER CONDITION - VARIABLE WIND
 3. (F) FLARE - MISJUDGED - PILOT IN COMMAND
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Occurrence #2: NOSE GEAR COLLAPSED
Phase of Operation: LANDING - FLARE/TOUCHDOWN

- Findings
4. (C) RECOVERY FROM BOUNCED LANDING - INADEQUATE - PILOT IN COMMAND
 5. (F) LANDING GEAR, NOSE GEAR - OVERLOAD

Occurrence #3: NOSE DOWN
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Pilot Information

Certificate:	Student	Age:	75
Airplane Rating(s):	None	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	179 hours (Total, all aircraft), 179 hours (Total, this make and model), 52 hours (Pilot In Command, all aircraft), 22 hours (Last 90 days, all aircraft), 14 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N757GL
Model/Series:	152	Engines:	1 Reciprocating
Operator:	Pontiac Flight Service, Inc.	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:	PTK, 980 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	None	Wind Speed/Gusts, Direction:	10 knots / 15 knots, 60°
Temperature:	24°C	Visibility	10 Miles
Precipitation and Obscuration:			
Departure Point:	Pontiac, MI (PTK)	Destination:	Pontiac, MI (PTK)

Airport Information

Airport:	Oakland County International (PTK)	Runway Surface Type:	Asphalt
Runway Used:	9L	Runway Surface Condition:	Dry
Runway Length/Width:	5000 ft / 100 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:	42.665278, -83.418611		

Administrative Information

Investigator In Charge (IIC): Andrew T Fox

Adopted Date: 03/02/2004

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/>.

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