



National Transportation Safety Board Aviation Accident Final Report

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|-------------------------|----------------------|-------------------------|-------------|
| Location: | Loveland, CO | Accident Number: | DEN08CA047 |
| Date & Time: | 01/02/2008, 1530 MST | Registration: | N24965 |
| Aircraft: | Cessna 152 | Aircraft Damage: | Substantial |
| Defining Event: | | Injuries: | 1 None |

Flight Conducted Under: Part 91: General Aviation - Instructional

Analysis

According to the student pilot she flared too early, ballooned, and impacted the runway. She stated that when she impacted the runway, she was not aligned with the centerline and the airplane departed the runway to the left. The airplane slid into the snow, resulting in substantial damage. The student reported no anomalies with the airplane or any of its systems.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the student pilot's premature flare resulting in the loss of aircraft control.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (C) FLARE - PREMATURE - PILOT IN COMMAND
2. (C) AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

3. TERRAIN CONDITION - SNOWBANK

Factual Information

Student Pilot Information

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|----------------------------------|--|--|----------------------------|
| Certificate: | Student | Age: | 36, Male |
| Airplane Rating(s): | None | Seat Occupied: | Left |
| Other Aircraft Rating(s): | None | Restraint Used: | Seatbelt, Shoulder harness |
| Instrument Rating(s): | None | Second Pilot Present: | No |
| Instructor Rating(s): | None | Toxicology Performed: | No |
| Medical Certification: | Class 3 Without Waivers/Limitations | Last Medical Exam: | 12/01/2007 |
| Occupational Pilot: | | Last Flight Review or Equivalent: | |
| Flight Time: | 18 hours (Total, all aircraft), 4 hours (Total, this make and model), 17 hours (Last 90 days, all aircraft), 6 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft) | | |

Aircraft and Owner/Operator Information

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|--------------------------------------|--|---|-----------------|
| Aircraft Manufacturer: | Cessna | Registration: | N24965 |
| Model/Series: | 152 | Aircraft Category: | Airplane |
| Year of Manufacture: | | Amateur Built: | No |
| Airworthiness Certificate: | Normal | Serial Number: | 15280476 |
| Landing Gear Type: | Tricycle | Seats: | 2 |
| Date/Type of Last Inspection: | 11/01/2007, Annual | Certified Max Gross Wt.: | 1670 lbs |
| Time Since Last Inspection: | | Engines: | 1 Reciprocating |
| Airframe Total Time: | 5835.3 Hours | Engine Manufacturer: | Lycoming |
| ELT: | Installed, activated, did not aid in locating accident | Engine Model/Series: | O-235-L2C |
| Registered Owner: | On File | Rated Power: | 110 hp |
| Operator: | Colorado Contrails | Air Carrier Operating Certificate: | None |

Meteorological Information and Flight Plan

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|----------------------------------|----------------------------------|------------------------------|-------------------|
| Observation Facility, Elevation: | KFNL | Observation Time: | 1535 MST |
| Distance from Accident Site: | 1 Nautical Miles | Condition of Light: | Day |
| Direction from Accident Site: | 180° | Conditions at Accident Site: | Visual Conditions |
| Lowest Cloud Condition: | Clear | Temperature/Dew Point: | -7° C / -14° C |
| Lowest Ceiling: | None | Visibility | 10 Miles |
| Wind Speed/Gusts, Direction: | 5 knots, 150° | Visibility (RVR): | |
| Altimeter Setting: | 30.26 inches Hg | Visibility (RVV): | |
| Precipitation and Obscuration: | No Obscuration; No Precipitation | | |
| Departure Point: | Loveland, CO (KFNL) | Type of Flight Plan Filed: | None |
| Destination: | Loveland, CO (KFNL) | Type of Clearance: | None |
| Departure Time: | 1515 MST | Type of Airspace: | |

Airport Information

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|----------------------|-----------------------------|---------------------------|--------------|
| Airport: | Fort Collins Loveland (FNL) | Runway Surface Type: | Asphalt |
| Airport Elevation: | 5016 ft | Runway Surface Condition: | Dry |
| Runway Used: | 15 | IFR Approach: | None |
| Runway Length/Width: | 8500 ft / 100 ft | VFR Approach/Landing: | Touch and Go |

Wreckage and Impact Information

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|---------------------|--------|---------------------|-------------|
| 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 | | |

Administrative Information

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|-----------------------------------|--|---------------|------------|
| Investigator In Charge (IIC): | Jennifer S Kaiser | Adopted Date: | 01/31/2008 |
| Additional Participating Persons: | Dale Shuel; FAA Flight Standards District Office; Denver, CO | | |
| Publish Date: | | | |
| Note: | This accident report documents the factual circumstances of this accident as described to the NTSB. | | |
| 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.