



National Transportation Safety Board Aviation Accident Data Summary

Location:	Scappoose, OR	Accident Number:	GAA16CA407
Date & Time:	08/01/2016, 1600 PDT	Registration:	N49276
Aircraft:	CESSNA 152	Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Instructional		

Analysis

The solo student pilot reported that during the third landing of his first solo, the airplane was a "little high" on final approach. He further reported that during the landing flare, the right wing was lifted by a crosswind and the airplane bounced nose wheel first on the runway. Subsequently, the nose wheel partially collapsed, the propeller struck the runway, and the airplane skidded to a stop on the runway.

The firewall sustained substantial damage.

The student pilot did not report any mechanical malfunctions or failures with the airplane that would have precluded normal operation.

The automated weather observing system (AWOS) at the airport about 7 minutes before the accident recorded the wind at 020 degrees true at 11 knots, gusting to 15 knots. The AWOS at the airport about 53 minutes after the accident recorded the wind at 330 degrees true at 8 knots. The student pilot reported that the landing was on runway 33.

Flight Events

Landing-flare/touchdown - Other weather encounter
Landing-flare/touchdown - Abnormal runway contact
Landing-landing roll - Landing gear collapse

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The student pilot's failure to maintain pitch control during the landing flare in gusty crosswind conditions, which resulted in a hard landing/abnormal runway contact, a partial nose wheel collapse and substantial damage to the firewall.

Findings

Aircraft-Aircraft oper/perf/capability-Performance/control parameters-Pitch control-Not attained/maintained - C
Personnel issues-Task performance-Use of equip/info-Aircraft control-Student/instructed pilot - C
Environmental issues-Conditions/weather/phenomena-Wind-Crosswind-Ability to respond/compensate
Environmental issues-Conditions/weather/phenomena-Wind-Gusts-Ability to respond/compensate

Student Pilot Information

Certificate:	Student	Age:	18
Airplane Rating(s):	None	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	(Estimated) 25 hours (Total, all aircraft), 25 hours (Total, this make and model), 1 hours (Pilot In Command, all aircraft), 25 hours (Last 90 days, all aircraft), 20 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	CESSNA	Registration:	N49276
Model/Series:	152 NO SERIES	Engines:	1 Reciprocating
Operator:	Hillsboro Aero Academy	Engine Manufacturer:	LYCOMING
Air Carrier Operating Certificate:	Pilot School (141)	Engine Model/Series:	O-235-L2C
Flight Conducted Under:	Part 91: General Aviation - Instructional		

Meteorological Information and Flight Plan

Observation Facility, Elevation:	KSPB, 58 ft msl	Weather Information Source:	Weather Observation Facility
Conditions at Accident Site:	Visual Conditions	Lowest Ceiling:	None
Condition of Light:	Day	Wind Speed/Gusts, Direction:	11 knots/ 15 knots, 20°
Temperature:	26°C / 13°C	Visibility	10 Miles
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Scappoose, OR (SPB)	Destination:	Scappoose, OR (SPB)

Airport Information

Airport:	SCAPPOOSE INDUSTRIAL AIRPARK (SPB)	Runway Surface Type:	Asphalt
Runway Used:	33	Runway Surface Condition:	Dry
Runway Length/Width:	5100 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

Administrative Information

Investigator In Charge (IIC):	Adam M Gerhardt	Adopted Date:	09/22/2016
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
Investigation Docket:	http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=93738		

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.