



National Transportation Safety Board Aviation Accident Final Report

Location:	Bangor, ME	Accident Number:	GAA19CA213
Date & Time:	04/14/2019, 1700 EDT	Registration:	N4916B
Aircraft:	Cessna 152	Aircraft Damage:	Substantial
Defining Event:	Hard landing	Injuries:	1 Minor, 1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The pilot reported that the airplane landed hard and bounced. He decided to continue the landing, and during the second touchdown, the airplane landed hard again, and the nose landing gear separated. The airplane came to rest on the runway.

The airplane sustained substantial damage to the fuselage.

The pilot reported that there were no preaccident mechanical failures or malfunctions with the airplane that would have precluded normal operation.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The pilot's improper landing flare, which resulted in a hard landing.

Findings

Aircraft	Landing flare - Not attained/maintained (Cause)
Personnel issues	Aircraft control - Pilot (Cause)

Factual Information

History of Flight

Landing	Hard landing (Defining event) Part(s) separation from AC
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Pilot Information

Certificate:	Private	Age:	28, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Without Waivers/Limitations	Last FAA Medical Exam:	09/14/2015
Occupational Pilot:	No	Last Flight Review or Equivalent:	07/13/2018
Flight Time:	(Estimated) 100 hours (Total, all aircraft), 80 hours (Total, this make and model), 56 hours (Pilot In Command, all aircraft), 3 hours (Last 90 days, all aircraft), 3 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N4916B
Model/Series:	152 No Series	Aircraft Category:	Airplane
Year of Manufacture:	1979	Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	15283704
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	1700 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Lycoming
ELT:	Not installed	Engine Model/Series:	O-235 SERIES
Registered Owner:	University Flying Club	Rated Power:	
Operator:	University 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:	KBGR, 192 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	2053 UTC	Direction from Accident Site:	144°
Lowest Cloud Condition:		Visibility	10 Miles
Lowest Ceiling:	Overcast / 10000 ft agl	Visibility (RVR):	
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	260°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	29.86 inches Hg	Temperature/Dew Point:	15°C / -2°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Rockland, ME (RKD)	Type of Flight Plan Filed:	None
Destination:	Bangor, ME (BGR)	Type of Clearance:	VFR
Departure Time:	1630 EDT	Type of Airspace:	Class C

Airport Information

Airport:	BANGOR INTL (BGR)	Runway Surface Type:	Asphalt
Airport Elevation:	192 ft	Runway Surface Condition:	Dry
Runway Used:	33	IFR Approach:	None
Runway Length/Width:	11440 ft / 200 ft	VFR Approach/Landing:	Full Stop; Traffic Pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor, 1 None	Latitude, Longitude:	44.808056, -68.829444 (est)

Administrative Information

Investigator In Charge (IIC):	Kathryn R Benhoff	Report Date:	11/06/2019
Additional Participating Persons:	Paul G Gallant; FAA; Portland, ME		
Publish Date:	11/06/2019		
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=99282		

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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).