



Aviation Investigation Final Report

Location:	Naples, Florida	Accident Number:	MIA01LA086
Date & Time:	February 25, 2001, 08:10 Local	Registration:	N942AC
Aircraft:	Cessna 152	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

According to the student, he departed his home field in light and variable wind conditions on his fourth solo flight to practice his flight maneuvers. When he returned to the field to conduct landings, the wind had increased, and he was directed to a runway he was not familiar with. His landing flare resulted in a hard touchdown and bounce causing the aircraft to enter a porpoise maneuver that collapsed the nose landing strut. The aircraft departed the runway and sustained damage to the propeller, nose strut mount, and the firewall.

Probable Cause and Findings

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

The student's failure to maintain control of the aircraft during landing due to his improper landing flare height and improper recovery from a bounced landing, resulting in a nose landing gear collapse, and excursion off the runway.

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (F) FLARE - HIGH - PILOT IN COMMAND
2. (C) RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
3. (C) DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND

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

Findings

4. TERRAIN CONDITION - GROUND

Factual Information

On February 25, 2001, about 0810 eastern standard time, a Cessna 152, N942AC, registered to Naples Air Center, Inc., operating as a Title 14 CFR Part 91 instructional flight, sustained a hard landing and excursion off the side of the runway at Naples Municipal Airport, Naples, Florida. Visual meteorological conditions prevailed and no flight plan was filed. The student pilot, the sole occupant, was not injured and the aircraft received substantial damage. The flight departed the same airport at about 0720.

According to the student pilot, during his landing attempt he flared too high, resulting in a hard touchdown and high bounce. While in the bounce, he lowered the nose, and got into a porpoise that eventually fractured and separated the nose strut.

According to an FAA inspector, the student was landing into a 40-degree crosswind of 12 knots, gusting to 15 knots. The flight was the student's fourth solo flight and the first time he had used runway 14. The hard landing and bounce was a condition that the student had not seen before, and the proper corrective action was not performed.

Pilot Information

Certificate:		Age:	57, Male
Airplane Rating(s):		Seat Occupied:	Left
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):		Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	January 12, 2001
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	32 hours (Total, all aircraft), 32 hours (Total, this make and model), 2 hours (Pilot In Command, all aircraft), 32 hours (Last 90 days, all aircraft), 18 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N942AC
Model/Series:	152	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Utility	Serial Number:	15285512
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	February 5, 2001 100 hour	Certified Max Gross Wt.:	1670 lbs
Time Since Last Inspection:	54 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	14197 Hrs	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	O-235L2C
Registered Owner:	Naples Air Center, Inc.	Rated Power:	110 Horsepower
Operator:		Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	APF,9 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	08:10 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	12 knots / 15 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	100°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.21 inches Hg	Temperature/Dew Point:	21°C / 19°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Naples, FL (APF)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	07:30 Local	Type of Airspace:	Class E

Airport Information

Airport:	Naples Municipal APF	Runway Surface Type:	Asphalt
Airport Elevation:	9 ft msl	Runway Surface Condition:	Dry
Runway Used:	14	IFR Approach:	None
Runway Length/Width:	5000 ft / 100 ft	VFR Approach/Landing:	Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	26.154167,-81.781387

Administrative Information

Investigator In Charge (IIC):	Stone, Alan
Additional Participating Persons:	Stanley Crum; FAA ; Miami, FL
Original Publish Date:	July 30, 2001
Last Revision Date:	
Investigation Class:	Class
Note:	The NTSB traveled to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=51814

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The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).