



Aviation Investigation Final Report

Location:	NEW ORLEANS, Louisiana	Accident Number:	FTW82DA102
Date & Time:	March 25, 1982, 17:43 Local	Registration:	N6245Q
Aircraft:	CESSNA 152	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE STUDENT PILOT WAS DOING TOUCH AND GO LANDINGS ON RUNWAY 36. THE WIND WAS 290 DEGREES AT 10 KTS. DURING A LANDING ROLL THE STUDENT LOST CONTROL AND DEPARTED THE LEFT SIDE OF THE RUNWAY. THE AIRCRAFT SANK INTO THE MUD AND NOSED OVER.

Probable Cause and Findings

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

Findings

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

Findings

1. (C) COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
2. (C) LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
3. (C) GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

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

Findings

4. (F) TERRAIN CONDITION - SOFT

Occurrence #3: NOSE OVER

Phase of Operation: LANDING - ROLL

Factual Information

Pilot Information

Certificate:	Student	Age:	22, Male
Airplane Rating(s):		Seat Occupied:	Unknown
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Unknown Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	June 24, 1980
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	21 hours (Total, all aircraft), 21 hours (Total, this make and model), 7 hours (Pilot In Command, all aircraft), 21 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N6245Q
Model/Series:	152 152	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	15285209
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	1670 lbs
Time Since Last Inspection:	30 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	130 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed	Engine Model/Series:	O-235-L2C
Registered Owner:	NEW ORLEANS AVIATION, INC.	Rated Power:	110 Horsepower
Operator:	GREGORY	Operating Certificate(s) Held:	
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 3000 ft AGL	Visibility	7 miles
Lowest Ceiling:	Unknown	Visibility (RVR):	
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	290°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	75°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	NEW ORLEANS , LA (NEW)	Type of Flight Plan Filed:	None
Destination:	NEW ORLEANS , LA (NEW)	Type of Clearance:	
Departure Time:	17:10 Local	Type of Airspace:	

Airport Information

Airport:	LAKEFRONT NEW	Runway Surface Type:	Asphalt
Airport Elevation:	0 ft msl	Runway Surface Condition:	Dry
Runway Used:	36	IFR Approach:	
Runway Length/Width:	3700 ft / 75 ft	VFR Approach/Landing:	Touch and go

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:	30.02094,-90.020431 (est)

Administrative Information

Investigator In Charge (IIC):

Additional Participating Persons:

Original Publish Date: March 25, 1983

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=71982>

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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](#).