



# Aviation Investigation Final Report

<b>Location:</b>	NEW PORT RICHEY, Florida	<b>Accident Number:</b>	MIA82DA107
<b>Date &amp; Time:</b>	April 22, 1982, 15:00 Local	<b>Registration:</b>	N67966
<b>Aircraft:</b>	CESSNA 152	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

THE PILOT REPORTED THAT SHE LANDED WITH 30 DEGREES OF FLAPS ON RUNWAY 23. SHE REPORTED THAT THE WIND WAS GUSTING FROM 15 TO 20 KNOTS AND THE WIND SOCK SEEMED TO FLUCTUATE FROM WESTERLY TO NORTHWESTERLY. THE PILOT RELATED THAT THE AIRCRAFT BOUNCED TWICE UPON LANDING BEFORE SHE APPLIED POWER FOR A GO-AROUND. HOWEVER, THE WING FLAPS HAD BEEN RETRACTED AND THE AIRCRAFT CAME BACK DOWN ON THE RUNWAY AND THE PILOT WAS UNABLE TO MAINTAIN CONTROL AND THE PLANE VEERED OFF THE LEFTSIDE OF THE RUNWAY AND FLIPPED INVERTED INTO A CANAL BESIDE THE RUNWAY. THE PILOT REPORTED THAT THE NOSE GEAR STEERING ROD APPEARED TO HAVE BROKEN DURING A HARD LANDING.

## Probable Cause and Findings

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

### Findings

Occurrence #1: HARD LANDING  
Phase of Operation: LANDING - FLARE/TOUCHDOWN

#### Findings

1. (F) WEATHER CONDITION - CROSSWIND
2. (F) WEATHER CONDITION - GUSTS

3. (F) WEATHER CONDITION - UNFAVORABLE WIND
4. (C) LEVEL OFF - IMPROPER - PILOT IN COMMAND
5. (C) RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
6. (C) GO-AROUND - DELAYED - PILOT IN COMMAND
7. (C) RAISING OF FLAPS - PREMATURE - PILOT IN COMMAND

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Occurrence #2: LOSS OF CONTROL - ON GROUND/WATER  
Phase of Operation: LANDING - ROLL

Findings

8. (F) LANDING GEAR,STEERING SYSTEM - OVERLOAD
9. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

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Occurrence #3: NOSE OVER  
Phase of Operation: LANDING - ROLL

Findings

10. (F) TERRAIN CONDITION

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	31,Female
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Unknown
<b>Other Aircraft Rating(s):</b>		<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Invalid Medical for flight	<b>Last FAA Medical Exam:</b>	February 19, 1980
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	121 hours (Total, all aircraft), 118 hours (Total, this make and model), 69 hours (Pilot In Command, all aircraft), 7 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N67966
<b>Model/Series:</b>	152 152	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>		<b>Serial Number:</b>	15282119
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	Unknown	<b>Certified Max Gross Wt.:</b>	1670 lbs
<b>Time Since Last Inspection:</b>	55 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	1404 Hrs	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed	<b>Engine Model/Series:</b>	O-235-L2C
<b>Registered Owner:</b>	DONALD F. KALTENBACH	<b>Rated Power:</b>	110 Horsepower
<b>Operator:</b>	DONALD F. KALTENBACH	<b>Operating Certificate(s) Held:</b>	
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	PIE	<b>Distance from Accident Site:</b>	21 Nautical Miles
<b>Observation Time:</b>	15:00 Local	<b>Direction from Accident Site:</b>	180°
<b>Lowest Cloud Condition:</b>	Scattered / 3000 ft AGL	<b>Visibility</b>	14 miles
<b>Lowest Ceiling:</b>	Broken / 25000 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	10 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	300°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30 inches Hg	<b>Temperature/Dew Point:</b>	91°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	ST. PETERSBURG , FL	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	OSCEOLA , IA	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	14:30 Local	<b>Type of Airspace:</b>	

## Airport Information

<b>Airport:</b>	HIDDEN LAKE X28	<b>Runway Surface Type:</b>	Macadam
<b>Airport Elevation:</b>	0 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	23	<b>IFR Approach:</b>	
<b>Runway Length/Width:</b>	3400 ft / 50 ft	<b>VFR Approach/Landing:</b>	Traffic pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	

## Administrative Information

**Investigator In Charge (IIC):**

**Additional Participating Persons:**

**Original Publish Date:** April 22, 1983

**Last Revision Date:**

**Investigation Class:** [Class](#)

**Note:**

**Investigation Docket:** <https://data.nts.gov/Docket?ProjectID=71994>

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