



Aviation Investigation Final Report

Location:	PEORIA, Illinois	Accident Number:	CHI82DA153
Date & Time:	May 7, 1982, 17:56 Local	Registration:	N6265P
Aircraft:	CESSNA 152	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

THE PILOT DEPARTED MT HAWLEY AIRPORT FOR GREATER PEORIA AIRPORT TO PRACTICE TOUCH AND GO LANDINGS. HIS FIRST APPROACH WAS HIGH AND HE MADE A GO-AROUND. HE REPORTED THAT HIS SECOND APPROACH WAS A BIT TOO HIGH, BUT HE ELECTED TO CONTINUE SINCE THE RUNWAY WAS LONG. HE STATED THAT HE TOUCHED DOWN JUST BEYOND THE 1000 FT MARKER WITH THE AIRSPEED JUST OVER 70 KNOTS AND THE PLANE BOUNCED 3 TO 5 FT. AFTER THE SECOND TOUCHDOWN, THE AIRCRAFT BOUNCED UP ABOUT 15 TO 20 FT, THEN SETTLED HARD CAUSING DAMAGE TO THE PROPELLER, ENGINE FIREWALL, AND ENGINE MOUNTS.

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. (C) LEVEL OFF - IMPROPER - PILOT IN COMMAND
2. (C) RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Student	Age:	48, 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:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	September 21, 1981
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	51 hours (Total, all aircraft), 51 hours (Total, this make and model), 16 hours (Pilot In Command, all aircraft), 15 hours (Last 90 days, all aircraft), 7 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N6265P
Model/Series:	152 152	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	15284992
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	1670 lbs
Time Since Last Inspection:	36 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	570 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed	Engine Model/Series:	O-235-L2C
Registered Owner:	MT. HAWLEY AVIATION, INC.	Rated Power:	110 Horsepower
Operator:	CHARLES W. SAUERWEIN	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:	PIA	Distance from Accident Site:	
Observation Time:	19:21 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Unknown	Visibility	15 miles
Lowest Ceiling:	Broken / 5000 ft AGL	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:	68°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	PEORIA, IL (3MY)	Type of Flight Plan Filed:	None
Destination:	PEORIA, IL (3MY)	Type of Clearance:	
Departure Time:	17:30 Local	Type of Airspace:	

Airport Information

Airport:	GREATER PEORIA PIA	Runway Surface Type:	Asphalt
Airport Elevation:	0 ft msl	Runway Surface Condition:	Dry
Runway Used:	30	IFR Approach:	
Runway Length/Width:	7000 ft / 150 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:	40.739822,-89.69049(est)

Administrative Information

Investigator In Charge (IIC):

Additional Participating Persons:

Original Publish Date: May 7, 1983

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=72193>

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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](#).