



Aviation Investigation Final Report

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|--------------------------------|---|-------------------------|-------------|
| Location: | RONKONKOMA, New York | Accident Number: | NYC82DA064 |
| Date & Time: | March 30, 1982, 12:30 Local | Registration: | N757QC |
| Aircraft: | CESSNA 152 | Aircraft Damage: | Substantial |
| Defining Event: | | Injuries: | 1 None |
| Flight Conducted Under: | Part 91: General aviation - Instructional | | |

Analysis

WHILE THE STUDENT WAS ON A LOCAL FLIGHT, THE WIND SHIFTED FROM 240 DEGREES (DOWN THE RUNWAY) TO 180 DEGREES. AFTER RETURNING, THE STUDENT ENTERED THE TRAFFIC PATTERN FOR LANDING ON RUNWAY 24. THE DOWNWIND LEG WAS EXTENDED TO ACCOMMODATE DEPARTING TRAFFIC. WHEN ON A SHORT FINAL APPROACH, THE AIRCRAFT BEGAN DRIFTING RIGHT, WHILE THE STUDENT WAS CORRECTING HIS ALIGNMENT. THE AIRCRAFT CONTACTED THE RUNWAY HARD, BOUNCED, THEN DEPARTED THE RUNWAY. SUBSEQUENTLY, IT STRUCK A RUNWAY LIGHT AND FLIPPED OVER.

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 - WINDSHEAR
 2. (F) WEATHER CONDITION - CROSSWIND
 3. (C) LEVEL OFF - IMPROPER - PILOT IN COMMAND
 4. (F) LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
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Occurrence #2: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

5. (C) COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND

Occurrence #3: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: LANDING - ROLL

Findings

6. (F) OBJECT - APPROACH LIGHT/NAVAID

Occurrence #4: NOSE OVER
Phase of Operation: LANDING - ROLL

Factual Information

Pilot Information

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|----------------------------------|---|--|------------------|
| Certificate: | Student | Age: | 55, 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: | December 2, 1981 |
| Occupational Pilot: | UNK | Last Flight Review or Equivalent: | |
| Flight Time: | 33 hours (Total, all aircraft), 33 hours (Total, this make and model), 2 hours (Pilot In Command, all aircraft), 18 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft) | | |

Aircraft and Owner/Operator Information

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|--------------------------------------|--------------------------------|---------------------------------------|-----------------|
| Aircraft Make: | CESSNA | Registration: | N757QC |
| Model/Series: | 152 152 | Aircraft Category: | Airplane |
| Year of Manufacture: | | Amateur Built: | |
| Airworthiness Certificate: | | Serial Number: | 152729911 |
| Landing Gear Type: | Tricycle | Seats: | 2 |
| Date/Type of Last Inspection: | Unknown | Certified Max Gross Wt.: | 1670 lbs |
| Time Since Last Inspection: | 0 Hrs | Engines: | 1 Reciprocating |
| Airframe Total Time: | 1370 Hrs | Engine Manufacturer: | LYCOMING |
| ELT: | Installed | Engine Model/Series: | O-235-L2C |
| Registered Owner: | SUFFOLK CO POLICE PILOTS ASSOC | Rated Power: | 110 Horsepower |
| Operator: | SUFFOLK CO POLICE PILOTS ASSOC | Operating Certificate(s) Held: | |
| Operator Does Business As: | | Operator Designator Code: | |

Meteorological Information and Flight Plan

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|---|----------------------------------|---|----------|
| Conditions at Accident Site: | Visual (VMC) | Condition of Light: | Day |
| Observation Facility, Elevation: | ISP | Distance from Accident Site: | |
| Observation Time: | 17:29 Local | Direction from Accident Site: | |
| Lowest Cloud Condition: | Scattered / 12000 ft AGL | Visibility | 15 miles |
| Lowest Ceiling: | Broken / 25000 ft AGL | Visibility (RVR): | |
| Wind Speed/Gusts: | 10 knots / | Turbulence Type Forecast/Actual: | / |
| Wind Direction: | 180° | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | | Temperature/Dew Point: | 50°C |
| Precipitation and Obscuration: | No Obscuration; No Precipitation | | |
| Departure Point: | RONKONKOMA , NY | Type of Flight Plan Filed: | None |
| Destination: | RONKONKOMA , NY | Type of Clearance: | |
| Departure Time: | 11:20 Local | Type of Airspace: | |

Airport Information

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|-----------------------------|------------------|----------------------------------|-----------------|
| Airport: | MACCARTHUR | Runway Surface Type: | Concrete |
| Airport Elevation: | 0 ft msl | Runway Surface Condition: | Dry |
| Runway Used: | 24 | IFR Approach: | |
| Runway Length/Width: | 5999 ft / 150 ft | VFR Approach/Landing: | Traffic pattern |

Wreckage and Impact Information

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|----------------------------|--------|-----------------------------|---------------------------|
| 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: | 40.799674,-73.119918(est) |

Administrative Information

Investigator In Charge (IIC):

Additional Participating Persons:

Original Publish Date: March 30, 1983

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=72424>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).