



Aviation Investigation Final Report

Location:	Oak Harbor, Washington	Accident Number:	GAA18CA461
Date & Time:	July 27, 2018, 11:30 Local	Registration:	N152LT
Aircraft:	Cessna 152	Aircraft Damage:	Substantial
Defining Event:	Abnormal runway contact	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

According to the student pilot, his first solo flight was conducted at an airport that he was not familiar with and he was "very nervous." Although his flight instructor had a hand-held two-way radio to communicate with the student, the instructor's two-way radio malfunctioned, and the student was not able to communicate with the instructor during the flight in the traffic pattern.

On final, the student noticed that the airplane was "getting too low, too fast and I added power." When he felt the landing was assured, he reduced the power, and the airplane bounced. He added that the airplane bounced again and, "I knew something was up but at the moment I froze." The nose landing gear wheel struck the runway hard and separated from the airplane, and it then skidded to a stop.

The airplane sustained substantial damage to the engine mounts and the right wing.

The instructor reported that the accident could have been prevented if he had provided more training to address the changes in performance given that he weighed 235 lbs and that he was not occupying the right front seat during the solo flight.

The student reported that there were no mechanical malfunctions or failures with the airplane that would have precluded normal operation.

Probable Cause and Findings

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

The student pilot's improper landing flare, which resulted in a hard, bounced landing.

Findings

Personnel issues	Aircraft control - Student/instructed pilot
Aircraft	Landing flare - Not attained/maintained
Personnel issues	Anxiety/panic - Student/instructed pilot

Factual Information

History of Flight

Landing-flare/touchdown	Miscellaneous/other
Landing-flare/touchdown	Abnormal runway contact (Defining event)
Landing-flare/touchdown	Collision with terr/obj (non-CFIT)
Landing-flare/touchdown	Part(s) separation from AC

Pilot Information

Certificate:	Student	Age:	16,Male
Airplane Rating(s):	None	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	None	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	May 30, 2018
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	(Estimated) 13 hours (Total, all aircraft), 13 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N152LT
Model/Series:	152 No Series	Aircraft Category:	Airplane
Year of Manufacture:	1981	Amateur Built:	
Airworthiness Certificate:	Utility	Serial Number:	15285262
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	July 17, 2018 Annual	Certified Max Gross Wt.:	1669 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	14057 Hrs at time of accident	Engine Manufacturer:	Lycoming
ELT:	C91 installed, not activated	Engine Model/Series:	O-235-L2C
Registered Owner:		Rated Power:	110 Horsepower
Operator:		Operating Certificate(s) Held:	On-demand air taxi (135), Pilot school (141)

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KOKH, 194 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	18:56 Local	Direction from Accident Site:	111°
Lowest Cloud Condition:	Few / 500 ft AGL	Visibility	10 miles
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	280°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	30.06 inches Hg	Temperature/Dew Point:	16°C / 11°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Oak Harbor, WA (OKH)	Type of Flight Plan Filed:	VFR
Destination:	Oak Harbor, WA (OKH)	Type of Clearance:	VFR
Departure Time:	11:25 Local	Type of Airspace:	Class G

Airport Information

Airport:	AJ EISENBERG OKH	Runway Surface Type:	Asphalt
Airport Elevation:	193 ft msl	Runway Surface Condition:	Dry; Rough
Runway Used:	25	IFR Approach:	None
Runway Length/Width:	3265 ft / 25 ft	VFR Approach/Landing:	Full stop; 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:	48.251667, -122.673614(est)

Administrative Information

Investigator In Charge (IIC):	Hicks, Michael
Additional Participating Persons:	Bruce Kitelinger; FAA; Seattle, CA
Original Publish Date:	June 5, 2019
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=97964

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