



AVIATION



HIGHWAY



MARINE



RAILROAD



PIPELINE

# Aviation Investigation Final Report

<b>Location:</b>	Bangor, Maine	<b>Accident Number:</b>	GAA19CA213
<b>Date &amp; Time:</b>	April 14, 2019, 17:00 Local	<b>Registration:</b>	N4916B
<b>Aircraft:</b>	Cessna 152	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Hard landing	<b>Injuries:</b>	1 Minor, 1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The pilot reported that the airplane landed hard and bounced. He decided to continue the landing, and during the second touchdown, the airplane landed hard again, and the nose landing gear separated. The airplane came to rest on the runway.

The airplane sustained substantial damage to the fuselage.

The pilot reported that there were no preaccident mechanical failures or malfunctions 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 pilot's improper landing flare, which resulted in a hard landing.

## Findings

<b>Aircraft</b>	Landing flare - Not attained/maintained
<b>Personnel issues</b>	Aircraft control - Pilot

## Factual Information

### History of Flight

<b>Landing</b>	Hard landing (Defining event)
<b>Landing</b>	Part(s) separation from AC

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	28,Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	3-point
<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 Without waivers/limitations	<b>Last FAA Medical Exam:</b>	September 14, 2015
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	July 13, 2018
<b>Flight Time:</b>	(Estimated) 100 hours (Total, all aircraft), 80 hours (Total, this make and model), 56 hours (Pilot In Command, all aircraft), 3 hours (Last 90 days, all aircraft), 3 hours (Last 30 days, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N4916B
<b>Model/Series:</b>	152 No Series	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	1979	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	15283704
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	Unknown	<b>Certified Max Gross Wt.:</b>	1700 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	Not installed	<b>Engine Model/Series:</b>	O-235 SERIES
<b>Registered Owner:</b>		<b>Rated Power:</b>	
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	KBGR,192 ft msl	<b>Distance from Accident Site:</b>	1 Nautical Miles
<b>Observation Time:</b>	20:53 Local	<b>Direction from Accident Site:</b>	144°
<b>Lowest Cloud Condition:</b>		<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	Overcast / 10000 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	4 knots /	<b>Turbulence Type Forecast/Actual:</b>	None / None
<b>Wind Direction:</b>	260°	<b>Turbulence Severity Forecast/Actual:</b>	N/A / N/A
<b>Altimeter Setting:</b>	29.86 inches Hg	<b>Temperature/Dew Point:</b>	15°C / -2°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Rockland, ME (RKD )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Bangor, ME (BGR )	<b>Type of Clearance:</b>	VFR
<b>Departure Time:</b>	16:30 Local	<b>Type of Airspace:</b>	Class C

## Airport Information

<b>Airport:</b>	BANGOR INTL BGR	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	192 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	33	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	11440 ft / 200 ft	<b>VFR Approach/Landing:</b>	Full stop;Traffic pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 Minor	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 Minor, 1 None	<b>Latitude, Longitude:</b>	44.808055,-68.829444(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Benhoff, Kathryn
<b>Additional Participating Persons:</b>	Paul G Gallant; FAA; Portland, ME
<b>Original Publish Date:</b>	November 6, 2019
<b>Note:</b>	This accident report documents the factual circumstances of this accident as described to the NTSB.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=99282">https://data.nts.gov/Docket?ProjectID=99282</a>

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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).