



Aviation Investigation Final Report

Location:	Lakeland, Florida	Accident Number:	GAA19CA025
Date & Time:	October 1, 2018, 10:15 Local	Registration:	N24752
Aircraft:	Cessna 152	Aircraft Damage:	Substantial
Defining Event:	Hard landing	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

According to a Federal Aviation Administration inspector, the pilot reported that, during landing, the airplane landed hard on the nose landing gear (NLG) and then bounced. After the airplane touched down again, the NLG collapsed.

The airplane sustained substantial damage to the engine mounts.

The inspector 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, bounced landing and the nose gear collapsing.

Findings

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

Factual Information

History of Flight

Landing-flare/touchdown	Hard landing (Defining event)
Landing-flare/touchdown	Landing gear collapse

Pilot Information

Certificate:	Private	Age:	23,Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Unknown
Other Aircraft Rating(s):	None	Restraint Used:	Unknown
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 1 Without waivers/limitations	Last FAA Medical Exam:	July 2, 2018
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	(Estimated) 53 hours (Total, all aircraft), 53 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N24752
Model/Series:	152 No Series	Aircraft Category:	Airplane
Year of Manufacture:	1977	Amateur Built:	
Airworthiness Certificate:	Utility	Serial Number:	15280355
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	1669 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Lycoming
ELT:		Engine Model/Series:	O-235
Registered Owner:		Rated Power:	
Operator:		Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KLAL,142 ft msl	Distance from Accident Site:	2 Nautical Miles
Observation Time:	14:20 Local	Direction from Accident Site:	292°
Lowest Cloud Condition:	Scattered / 1500 ft AGL	Visibility	10 miles
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	60°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	30.14 inches Hg	Temperature/Dew Point:	28°C / 24°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Lakeland, FL (LAL)	Type of Flight Plan Filed:	Unknown
Destination:	Lakeland, FL (LAL)	Type of Clearance:	Unknown
Departure Time:		Type of Airspace:	Class D

Airport Information

Airport:	LAKELAND LINDER RGNL LAL	Runway Surface Type:	Asphalt
Airport Elevation:	142 ft msl	Runway Surface Condition:	Dry
Runway Used:	09	IFR Approach:	None
Runway Length/Width:	8499 ft / 150 ft	VFR Approach/Landing:	Full stop;Straight-in

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:	27.988889,-82.018608(est)

Administrative Information

Investigator In Charge (IIC):	Nepomuceno, Eleazar
Additional Participating Persons:	David Fernandez; FSDO; Orlando, FL
Original Publish Date:	March 20, 2020
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=98493

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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](#).