



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	CARTHAGE, MO	<b>Accident Number:</b>	CHI94LA259
<b>Date &amp; Time:</b>	08/01/1994, 1300 CDT	<b>Registration:</b>	N29PT
<b>Aircraft:</b>	STUGART VANS RV-6	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 None

**Flight Conducted Under:** Part 91: General Aviation - Personal

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## Analysis

THE AIRPLANE BOUNCED ON LANDING AT THE MEYERS AIR PARK, CARTHAGE, MISSOURI. THE PILOT FAILED TO MAINTAIN DIRECTIONAL CONTROL AND THE AIRPLANE LANDED IN THE GRASS PARALLEL TO THE RUNWAY. DURING LANDING ROLL, IN THE GRASS, THE AIRPLANE ENCOUNTERED AN AREA WHICH HAD BEEN PLOWED, AND NOSED OVER.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: failure of the pilot to maintain directional control during landing and unsuitable terrain encountered during the landing roll.

## Findings

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Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: LANDING - ROLL

### Findings

1. TERRAIN CONDITION - ROUGH/UNEVEN
  2. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
  3. (C) UNSUITABLE TERRAIN OR TAKEOFF/LANDING/TAXI AREA - ENCOUNTERED - PILOT IN COMMAND
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Occurrence #2: NOSE OVER  
Phase of Operation: LANDING - ROLL

## Factual Information

On August 1, 1994, at 1300 central daylight time, a Stuart RV-6, N29PT, crashed while landing at the Myers Memorial Air Park, Carthage, Missouri. The airplane was substantially damaged. The commercial pilot and the single passenger on the airplane were not injured. The personal flight originated at Oshkosh, Wisconsin, at 1000. No flight plan was filed, and visual meteorological conditions prevailed at the time.

The pilot reported the aircraft bounced on landing, on the runway, and came down in the grass to the left of the runway. During landing roll in the grass, he said the airplane encountered an area which was plowed, and nosed over.

## Pilot Information

<b>Certificate:</b>	Flight Instructor; Commercial	<b>Age:</b>	57, 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>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	Airplane Single-engine	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	11/02/1993
<b>Occupational Pilot:</b>	<b>Last Flight Review or Equivalent:</b>		
<b>Flight Time:</b>	2468 hours (Total, all aircraft), 320 hours (Total, this make and model), 2300 hours (Pilot In Command, all aircraft), 50 hours (Last 90 days, all aircraft), 24 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	STUGART	<b>Registration:</b>	N29PT
<b>Model/Series:</b>	VANS RV-6 VANS RV-6	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	Yes
<b>Airworthiness Certificate:</b>	Experimental	<b>Serial Number:</b>	20033
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	12/15/1993, Annual	<b>Certified Max Gross Wt.:</b>	1800 lbs
<b>Time Since Last Inspection:</b>	50 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	300 Hours	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	O-360-A1A
<b>Registered Owner:</b>	JAMES W. STUGART	<b>Rated Power:</b>	180 hp
<b>Operator:</b>	JAMES W. STUGART	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	JLN, 981 ft msl	Distance from Accident Site:	10 Nautical Miles
Observation Time:	1250 CDT	Direction from Accident Site:	270°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	15 Miles
Lowest Ceiling:	Broken / 7000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	12 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	180°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	30° C / 19° C
Precipitation and Obscuration:			
Departure Point:	OSHKOSH, WI (OSH)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1000 CDT	Type of Airspace:	Class G

## Airport Information

Airport:	MEYERS PARK AIRPORT (H20)	Runway Surface Type:	Asphalt
Airport Elevation:	1083 ft	Runway Surface Condition:	Dry
Runway Used:	21	IFR Approach:	None
Runway Length/Width:	3120 ft / 50 ft	VFR Approach/Landing:	Straight-in

## Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	MARK E DOUB,	Report Date:	06/19/1995
Additional Participating Persons:	CHARLES F BEEMAN; KANSAS CITY, MO		
Publish Date:			
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</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](#).