



# National Transportation Safety Board Aviation Accident Data Summary

<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>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## 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

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

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

Occurrence #2: NOSE OVER  
Phase of Operation: LANDING - ROLL

## Pilot Information

<b>Certificate:</b>	Flight Instructor; Commercial	<b>Age:</b>	57
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	Airplane Single-engine
<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>Engines:</b>	1 Reciprocating
<b>Operator:</b>	JAMES W. STUGART	<b>Engine Manufacturer:</b>	LYCOMING
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	O-360-A1A
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	JLN, 981 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	Broken / 7000 ft agl	<b>Wind Speed/Gusts, Direction:</b>	12 knots / , 180°
<b>Temperature:</b>	30° C	<b>Visibility</b>	15 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	OSHKOSH, WI (OSH)	<b>Destination:</b>	

## Airport Information

<b>Airport:</b>	MEYERS PARK AIRPORT (H20)	<b>Runway Surface Type:</b>	Asphalt
<b>Runway Used:</b>	21	<b>Runway Surface Condition:</b>	Dry
<b>Runway Length/Width:</b>	3120 ft / 50 ft		

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None

Latitude, Longitude:

## Administrative Information

<b>Investigator In Charge (IIC):</b>	MARK E DOUB,	<b>Adopted Date:</b>	06/19/1995
<b>Investigation Docket:</b>	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.