



National Transportation Safety Board Aviation Accident Factual Report

Location:	AUGUSTA, ME	Accident Number:	NYC96LA180
Date & Time:	09/01/1996, 1215 EDT	Registration:	N2009A
Aircraft:	Beech 19	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None

Flight Conducted Under: Part 91: General Aviation - Instructional

On September 1, 1996, about 1215 eastern daylight time, a Beech 19, N2009A, was substantially damaged when the landing gear collapsed during a hard landing, at Augusta State Airport, Augusta, Maine. The student pilot, sole occupant, was not injured. Visual meteorological conditions prevailed for the local flight. No flight plan had been filed for the instructional flight conducted under 14 CFR Part 91.

In the NTSB form 6120.1/2, the pilot stated:

"I was going to be practicing my takeoffs and landings. I was in the process of building my solo time. The active runway was 35 and the winds were very calm. The takeoff and pattern work seemed very good. The final was on track and the glideslope looked correct. I held about 60 [to] 65 knots over the runway numbers 35. I became slow and flared too high. The plane stalled over the runway and came down a little too hard. . . I should have did a go-around instead of flaring so high off the ground."

The pilot had a total flight time of 25 hours, of which, 1 hour was solo.

Examination of the wreckage by a Federal Aviation Administration Inspector did not disclose evidence of mechanical malfunctions with the airplane, nor did the pilot report any.

Pilot Information

Certificate:	Student	Age:	21, Male
Airplane Rating(s):	None	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	06/28/1996
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	25 hours (Total, all aircraft), 1 hours (Pilot In Command, all aircraft), 6 hours (Last 90 days, all aircraft), 1 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	Registration:	N2009A
Model/Series:	19 19	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	MB-898
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	08/29/1996, 100 Hour	Certified Max Gross Wt.:	2100 lbs
Time Since Last Inspection:	9 Hours	Engines:	1 Reciprocating
Airframe Total Time:	3675 Hours	Engine Manufacturer:	Lycoming
ELT:	Installed, activated	Engine Model/Series:	O-320-E3D
Registered Owner:	MAINE INSTRUMENT FLIGHT SCHOOL	Rated Power:	150 hp
Operator:	MAINE INSTRUMENT FLIGHT SCHOOL	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	WVL, 333 ft msl	Distance from Accident Site:	14 Nautical Miles
Observation Time:	1200 EDT	Direction from Accident Site:	40°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	10 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	Calm /	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	24° C / 17° C
Precipitation and Obscuration:			
Departure Point:	(AUG)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1200 EDT	Type of Airspace:	Class G

Airport Information

Airport:	AUGUSTA STATE (AUG)	Runway Surface Type:	Asphalt
Airport Elevation:	352 ft	Runway Surface Condition:	
Runway Used:	35	IFR Approach:	None
Runway Length/Width:	5000 ft / 150 ft	VFR Approach/Landing:	Touch and Go

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	RANDI-JEAN KUKLA
Additional Participating Persons:	SYLVESTER DYE; PORTLAND, ME
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 pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .