



# National Transportation Safety Board Aviation Accident Final Report

<b>Location:</b>	AUGUSTA, ME	<b>Accident Number:</b>	NYC96LA180
<b>Date &amp; Time:</b>	09/01/1996, 1215 EDT	<b>Registration:</b>	N2009A
<b>Aircraft:</b>	Beech 19	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Instructional		

## Analysis

The student pilot planned to practice takeoffs and landings to build his solo flight time. He stated that '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.' The student also stated, 'I should have did a go-around instead of flaring so high off the ground.' During touchdown, the nose and left main gear collapsed, and the propeller was damaged. The student reported that the wind was calm, and there was no mechanical malfunction of the airplane.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the student pilot's improper flare, which resulted in at hard landing.

## Findings

Occurrence #1: HARD LANDING  
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings  
1. (C) FLARE - IMPROPER - PILOT IN COMMAND  
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Occurrence #2: GEAR COLLAPSED  
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings  
2. LANDING GEAR - OVERLOAD

## Factual Information

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

<b>Certificate:</b>	Student	<b>Age:</b>	21, Male
<b>Airplane Rating(s):</b>	None	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>	Class 3 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	06/28/1996
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	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

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

## Meteorological Information and Flight Plan

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

## Airport Information

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

## Wreckage and Impact Information

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

## Administrative Information

<b>Investigator In Charge (IIC):</b>	RANDI-JEAN KUKLA	<b>Report Date:</b>	04/29/1997
<b>Additional Participating Persons:</b>	SYLVESTER DYE; PORTLAND, ME		
<b>Publish Date:</b>			
<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.ntsbt.gov/pubdms/">http://dms.ntsbt.gov/pubdms/</a> .		

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