



National Transportation Safety Board Aviation Accident Final Report

Location:	INDIANOLA, MS	Accident Number:	ATL97LA070
Date & Time:	05/01/1997, 1500 CDT	Registration:	N1710E
Aircraft:	EUGENE CLEMENTS PULSAR	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

According to the pilot, it was his first flight in this homebuilt airplane. After taking off, he stated there was a 'heaviness' in the left wing that caused him to turn left. After trying to correct it, he returned to the departure airport. He stated he landed fast to combat the left turning tendency, and after touchdown, veered off the side of the runway. The pilot stated he had no flight hours in the last 90 days. Witnesses state that after a fast approach, the airplane bounced three times on the runway. On the last bounce, the airplane landed on the nose gear. The nose gear collapsed, and the airplane veered off the side of the runway.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to correctly recover from a bounced landing leading to the collapse of the nose gear. Factors were the pilot's lack of recent flight time and lack of aircraft familiarity.

Findings

Occurrence #1: NOSE GEAR COLLAPSED
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (C) RECOVERY FROM BOUNCED LANDING - NOT PERFORMED - PILOT IN COMMAND
2. (F) LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
3. (F) LACK OF RECENT EXPERIENCE - PILOT IN COMMAND

Factual Information

On May 1, 1997, about 1500 central daylight time, a Eugene Clements Pulsar, N1710E, experienced a nose gear collapse during landing on runway 35 at the Indianola Municipal Airport, Indianola, Mississippi. The airplane was operated by the owner/builder/pilot under the provisions of Title 14 CFR Part 91, and visual flight rules. A flight plan was not filed for the personal flight. Visual meteorological conditions prevailed. The commercial pilot sustained minor injuries, and the homebuilt airplane was substantially damaged. The flight originated at 1455.

This was the maiden flight for the airplane. The pilot reported that he previously had several hours of taxi time on the airplane. The pilot reported that the airplane was left wing heavy on takeoff. After climbing to 2,500 feet, it was clear to the pilot that the condition was not improving, so he returned to land. The pilot decided to maintain extra speed on landing to compensate for the left turning tendency. The pilot stated he attempted to land on the right side of the runway, but as he did the airplane veered left and drifted off of the runway. It collided with a runway light and the ground. The airplane came to rest back on the runway. The pilot reported that he had zero flight hours within the last 90 days.

A witness reported that the battery was "dead" and the airplane had to be "jump started" so the flight could proceed. He stated the airplane initially banked left on takeoff, but it straightened out and realigned with the runway. After it climbed "fairly high", it returned to land at the airport. He stated the airplane appeared to be "too fast to land". The airplane touched down, lifted off, touched down, lifted off, and touched down for the third time. On the last touchdown, the airplane landed on the nose wheel. The nose wheel collapsed, and the airplane veered off the left side of the runway. After sliding about 80 feet, the airplane came to rest on the runway.

Another witness confirmed that the airplane bounced multiple times while landing, then landed on the nose gear, collapsing it. The airplane then slid off the left side of the runway.

Pilot Information

Certificate:	Commercial	Age:	78, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	05/02/1996
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	9991 hours (Total, all aircraft), 2 hours (Total, this make and model), 9561 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	EUGENE CLEMENTS	Registration:	N1710E
Model/Series:	PULSAR PULSAR	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Experimental	Serial Number:	171
Landing Gear Type:	Tricycle	Seats:	1
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	900 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	2 Hours	Engine Manufacturer:	Rotax
ELT:	Not installed	Engine Model/Series:	582
Registered Owner:	EUGENE CLEMENTS	Rated Power:	66 hp
Operator:	EUGENE CLEMENTS	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	GWO, 162 ft msl	Distance from Accident Site:	25 Nautical Miles
Observation Time:	1548 CDT	Direction from Accident Site:	90°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	7 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	3 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	20°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	25° C / 4° C
Precipitation and Obscuration:			
Departure Point:	(IDL)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1455 CDT	Type of Airspace:	Class G

Airport Information

Airport:	INDIANOLA MUNI AIRPORT (IDL)	Runway Surface Type:	Concrete
Airport Elevation:	126 ft	Runway Surface Condition:	Dry
Runway Used:	35	IFR Approach:	
Runway Length/Width:	6991 ft / 150 ft	VFR Approach/Landing:	Traffic Pattern

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	PRESTON E HICKS	Report Date:	01/07/1998
Additional Participating Persons:	ALLEN M DAVIS KAREN C WALSH; ATLANTA, GA REGAN H CAMPBELL		
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 pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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