



National Transportation Safety Board Aviation Accident Final Report

Location:	SPARTA, WI	Accident Number:	CHI97LA246
Date & Time:	08/01/1997, 1320 CDT	Registration:	N654Y
Aircraft:	Young RV-4	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The pilot reported that during landing, a gust of wind caught the airplane, and it bounced. He added power to smooth out the landing, but it bounced once again. He then added full power in an attempt to go-around, but he noticed the engine was vibrating from the propeller having struck the runway. He reduced the power to idle, and then the airplane descended and contacted the terrain off the right 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 inadequate compensation for wind conditions, and his improper recovery from a bounced landing, which resulted in an improper flare and hard landing. The gusty wind was a related factor.

Findings

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

Findings

1. (F) WEATHER CONDITION - GUSTS
2. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
3. (C) RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
4. (C) FLARE - NOT ATTAINED - PILOT IN COMMAND

Factual Information

On August 1, 1997, at 1320 central daylight time (cdt), a Young RV-4, N654Y, operated by a commercial pilot collided with the terrain while landing on runway 19 (4,295' x 100') at the Fort McCoy Airport, Sparta, Wisconsin. The 14 CFR Part 91 flight was operating in visual meteorological conditions without a flight plan. The airplane was substantially damaged. The pilot and passenger were not injured. The flight originated from Yankton, South Dakota, at approximately 1100 cdt.

The pilot reported he was intending to land at Sparta for fuel while en route to Oshkosh. He reported that he chose to make a wheel landing since the wind was greater than 10 knots and not directly down the runway. The pilot continued to report that upon landing, a gust of wind was encountered and the airplane bounced. He applied power, but the airplane bounced one more time. He reported he then added full power to perform a go-around but the engine was vibrating from the propeller having struck the runway. He reported, "I immediately went to idle power and attempted to lower the nose but suspect I stalled." The airplane descended and impacted the terrain off the right side of the runway.

Pilot Information

Certificate:	Commercial	Age:	50, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Front
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:	07/02/1996
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	421 hours (Total, all aircraft), 67 hours (Total, this make and model), 421 hours (Pilot In Command, all aircraft), 25 hours (Last 90 days, all aircraft), 15 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Young	Registration:	N654Y
Model/Series:	RV-4 RV-4	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Experimental	Serial Number:	654
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	05/09/1997, Annual	Certified Max Gross Wt.:	1500 lbs
Time Since Last Inspection:	40 Hours	Engines:	1 Reciprocating
Airframe Total Time:	67 Hours	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	
Registered Owner:	MICHAEL E. YOUNG	Rated Power:	150 hp
Operator:	MICHAEL E. YOUNG	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	CMY, 837 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	1322 CDT	Direction from Accident Site:	0°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	10 Miles
Lowest Ceiling:	Broken / 8000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	12 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	210°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	23° C
Precipitation and Obscuration:			
Departure Point:	YANKTON, SD (YKN)	Type of Flight Plan Filed:	None
Destination:	(CMY)	Type of Clearance:	None
Departure Time:	1100 CDT	Type of Airspace:	Class D

Airport Information

Airport:	SPARTA-FORT MCCOY (CMY)	Runway Surface Type:	Asphalt
Airport Elevation:	837 ft	Runway Surface Condition:	Dry
Runway Used:	19	IFR Approach:	None
Runway Length/Width:	4295 ft / 100 ft	VFR Approach/Landing:	Full Stop

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):	PAMELA S SULLIVAN	Report Date:	01/30/1998
Additional Participating Persons:	KAREN KRUEGER; MILWAUKEE, WI		
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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