



National Transportation Safety Board Aviation Accident Final Report

Location:	MARCO ISLAND, FL	Accident Number:	ATL00LA051
Date & Time:	05/02/2000, 1100 EDT	Registration:	N1449T
Aircraft:	Piper PA-28-140	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 Minor

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

The pilot stated that the approach to land on runway 17 was normal until the airplane was over the numbers, then the airplane abruptly descended and collided with the runway. The pilot reported that the airplane bounced twice on the runway, then the propeller struck the runway and the airplane nosed over. The pilot did not report any mechanical malfunctions or component failures with the airplane.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's improper flare and inadequate recovery from a bounced landing, which resulted in a nose over.

Findings

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

Findings

1. (C) FLARE - IMPROPER - PILOT IN COMMAND
2. (C) RECOVERY FROM BOUNCED LANDING - INADEQUATE - PILOT IN COMMAND

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

Factual Information

On May 2, 2000, about 1100 am eastern daylight time, a Piper Cherokee, PA-28-140, N1449T, collided with the runway during a landing at Marco Island Airport, in Marco Island, Florida. The airplane was operated by the pilot, a citizen of Ireland, under the provisions of Title 14 CFR Part 91, and visual flight rules. Visual meteorological conditions prevailed at the time of the accident and no flight plan was filed. The airplane sustained substantial damage. The private pilot and the passenger received minor injuries. The flight departed from Fort Lauderdale, Florida, at 1000.

The pilot stated that he departed Fort Lauderdale Executive Airport on a pleasure flight to Marco Island Airport. Upon arriving at the destination airport, the pilot established an approach to land on runway 17. The approach to land on runway 17 was normal until the airplane was over the numbers, then the airplane abruptly descended and contacted the runway. The pilot reported that the airplane bounced twice on the runway, then the airplane veered off the runway and nosed over. The pilot did not report any mechanical malfunctions or component failures with the airplane.

Pilot Information

Certificate:	Private	Age:	20, Male
Airplane Rating(s):	Single-engine Land	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:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	11/23/1999
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	80 hours (Total, all aircraft), 40 hours (Total, this make and model), 25 hours (Pilot In Command, all aircraft), 17 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N1449T
Model/Series:	PA-28-140 PA-28-140	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	28-7225518
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	04/28/2000, 100 Hour	Certified Max Gross Wt.:	2150 lbs
Time Since Last Inspection:	5 Hours	Engines:	1 Reciprocating
Airframe Total Time:	8986 Hours	Engine Manufacturer:	Lycoming
ELT:	Installed	Engine Model/Series:	O-360
Registered Owner:	MAJOR STRATEGIES, INC.	Rated Power:	150 hp
Operator:	DENIS DOYLE	Operating Certificate(s) Held:	None
Operator Does Business As:	DOLPHIN HOLIDAY	Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	APF, 9 ft msl	Distance from Accident Site:	13 Nautical Miles
Observation Time:	1115 EDT	Direction from Accident Site:	330°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	10 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	24° C / 16° C
Precipitation and Obscuration:			
Departure Point:	FORT LAUDERDALE, FL (FXE)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	0945 EDT	Type of Airspace:	

Airport Information

Airport:	MARCO ISLAND (MKY)	Runway Surface Type:	Asphalt
Airport Elevation:	6 ft	Runway Surface Condition:	Dry
Runway Used:	17	IFR Approach:	None
Runway Length/Width:	5000 ft / 100 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Minor	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	PHILLIP POWELL	Report Date:	11/29/2000
Additional Participating Persons:	DON CASTRO; FORT LAUDERDALE, FL		
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/ .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).