



National Transportation Safety Board Aviation Accident Final Report

Location:	NEW PORT RICHEY, FL	Accident Number:	ATL01LA005
Date & Time:	10/02/2000, 1355 EDT	Registration:	N29AK
Aircraft:	Alvin R. Kemmet TANGO 2	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Serious, 1 Minor
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The uncertified pilot reported that the main landing gear collapsed on touchdown. The airplane landed hard and proceeded to bounce twice on the runway before the nose gear collapsed, and skidded off the right side of the runway. The right main landing gear collided with a runway light, and the airplane then nosed over. No mechanical malfunctions were reported with the airplane. The unqualified pilot did not possess a valid medical or pilot certificate at the time of the accident.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The uncertified pilot's improper recovery from a bounced landing which resulted in the collapse of the nose gear assembly and subsequent nose over. Factors were the pilot's lack of certification and the runway light.

Findings

Occurrence #1: HARD LANDING

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (C) RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
2. (C) LANDING GEAR,NOSE GEAR - COLLAPSED
3. (F) LACK OF CERTIFICATION - UNQUALIFIED PERSON

Occurrence #2: NOSE GEAR COLLAPSED

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

4. (F) OBJECT - RUNWAY LIGHT
5. LANDING GEAR,NOSE GEAR - OVERLOAD

Occurrence #3: NOSE OVER

Phase of Operation: LANDING - ROLL

Factual Information

On October 2, 2000, at 1355 eastern daylight time, an Alvin R. Kemmet Tango 2 experimental homebuilt airplane, N29AK, registered to and operated by the pilot, was substantially damaged when it landed hard and nosed over at Hidden Lake Airport, New Port Richey, Florida. The pilot received serious injuries, and the pilot rated passenger aboard received minor injuries. Visual meteorological conditions prevailed, and no flight plan was filed for the personal flight being conducted under Title 14 CFR Part 91. The flight had originated from Cross City Airport, Cross City, Florida at 1300.

The uncertified pilot reported that the airplane landed hard and proceeded to bounce twice on the runway before the nose gear collapsed. The airplane skidded to the right off of the runway and hit a runway light with the right main landing gear. The airplane then flipped upside down.

Examination of the airplane disclosed that , propeller strike marks were found on the runway at the point of gear collapse, and no mechanical faults or failures were found. In addition, the pilot reported that there were no mechanical malfunctions with the airplane. The pilot did not possess a valid medical certificate or pilot's certificate at the time of the accident.

Pilot Information

Certificate:	None	Age:	64, 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:	No
Medical Certification:	None None	Last FAA Medical Exam:	
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	4000 hours (Total, all aircraft), 87 hours (Total, this make and model), 1827 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Alvin R. Kemmet	Registration:	N29AK
Model/Series:	TANGO 2 TANGO 2	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Experimental	Serial Number:	T008
Landing Gear Type:	Tricycle	Seats:	
Date/Type of Last Inspection:	Continuous Airworthiness	Certified Max Gross Wt.:	
Time Since Last Inspection:	87 Hours	Engines:	1 Reciprocating
Airframe Total Time:	87 Hours	Engine Manufacturer:	Lycoming
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	IO-360-AIA
Registered Owner:	ALVIN R. KEMMET	Rated Power:	200 hp
Operator:	ALVIN R. KEMMET	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	BKV, 77 ft msl	Distance from Accident Site:	28 Nautical Miles
Observation Time:	1353 EDT	Direction from Accident Site:	23°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	10 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	9 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	20°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	29° C / 26° C
Precipitation and Obscuration:			
Departure Point:	CROSS CITY, FL (CTY)	Type of Flight Plan Filed:	None
Destination:	(X28)	Type of Clearance:	None
Departure Time:	1330 EDT	Type of Airspace:	Class E

Airport Information

Airport:	HIDDEN LAKE AIRPORT (X28)	Runway Surface Type:	Asphalt
Airport Elevation:	30 ft	Runway Surface Condition:	Dry
Runway Used:	5	IFR Approach:	None
Runway Length/Width:	2730 ft / 50 ft	VFR Approach/Landing:	Full Stop

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	B. BEACH SCOTT	Report Date:	04/06/2001
Additional Participating Persons:	BOB BLAKE; TAMPA, 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/ .		

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