



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	SANTA FE, NM	<b>Accident Number:</b>	DEN89LA052
<b>Date &amp; Time:</b>	01/02/1989, 1316 MST	<b>Registration:</b>	N9739L
<b>Aircraft:</b>	BEECH 19	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None

**Flight Conducted Under:** Part 91: General Aviation - Instructional

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## Analysis

THE STUDENT PILOT WAS FLYING HER FIRST SUPERVISED SOLO. SHE LANDED ON RUNWAY 20 WITH A WIND FROM 240 DEGREES AT 9 KTS. WITNESSES SAID SHE FLARED HIGH & THE AIRCRAFT BOUNCED DURING TOUCHDOWN. ON THE THIRD BOUNCE, THE NOSE GEAR COLLAPSED, THEN THE ACFT SKIDDED TO A STOP ON ITS NOSED.

## 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 IMPROPER RECOVERY FROM A BOUNCED LANDING, WHICH RESULTED IN A HARD LANDING.

## Findings

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

### Findings

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

Occurrence #2: NOSE GEAR COLLAPSED  
Phase of Operation: LANDING - FLARE/TOUCHDOWN

### Findings

3. LANDING GEAR, NOSE GEAR - OVERLOAD

## Factual Information

### Pilot Information

<b>Certificate:</b>	Student	<b>Age:</b>	49, Female
<b>Airplane Rating(s):</b>	None	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	09/23/1988
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	37 hours (Total, all aircraft), 16 hours (Total, this make and model), 1 hours (Pilot In Command, all aircraft), 1 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	BEECH	<b>Registration:</b>	N9739L
<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; Utility	<b>Serial Number:</b>	MB-525
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	03/24/1988, Annual	<b>Certified Max Gross Wt.:</b>	2000 lbs
<b>Time Since Last Inspection:</b>	104 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	1406 Hours	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	O-320-E2C
<b>Registered Owner:</b>	HARRY & DARLENE BUSH	<b>Rated Power:</b>	150 hp
<b>Operator:</b>	HARRY & DARLENE BUSH	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	SAF, 6344 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	1249 MST	Direction from Accident Site:	180°
Lowest Cloud Condition:	Scattered / 7000 ft agl	Visibility	40 Miles
Lowest Ceiling:	Broken / 20000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	9 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	240°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	8°C / -9°C
Precipitation and Obscuration:			
Departure Point:	(SAF)	Type of Flight Plan Filed:	None
Destination:	(SAF)	Type of Clearance:	None
Departure Time:	1300 MST	Type of Airspace:	Class D

## Airport Information

Airport:	SANTA FE COUNTY MUNI (SAF)	Runway Surface Type:	Asphalt
Airport Elevation:	6344 ft	Runway Surface Condition:	Dry
Runway Used:	20	IFR Approach:	None
Runway Length/Width:	8323 ft / 150 ft	VFR Approach/Landing:	Traffic Pattern

## Wreckage and Impact Information

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

## Administrative Information

Investigator In Charge (IIC):	ROBERT B COLLINS	Report Date:	01/22/1991
Additional Participating Persons:	ROGER ST. HILAIRE; ALBUQUERQUE, NM		
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 <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.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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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](#).