



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	Camerson, TX	<b>Accident Number:</b>	DFW07CA033
<b>Date &amp; Time:</b>	12/02/2006, 1130 CST	<b>Registration:</b>	N3129
<b>Aircraft:</b>	Stits Flut-R-Bug SA6B	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 None

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

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## Analysis

With the eventual goal of earning a sport pilot certificate, an ultralight pilot and a 1,141-hour flight instructor planned to conduct a familiarization training flight in an experimental, tandem seat airplane. During the take-off roll, with the ultralight pilot occupying the front seat and operating the controls, the airplane "ballooned." The ultralight pilot reduced engine power and performed a normal landing. During the second take-off from Runway 16 (a 3,200-foot long by 50-foot wide asphalt runway), "the airplane ballooned more than before" and the pilot elected to reduce the engine power and land. The ultralight pilot stated that "the flare did not fully develop and [the airplane] landed harder than usual." During the landing, the right main landing gear and the nose landing gear collapsed. In the Recommendation section of the NTSB Form 6120.1, (How could this accident have been prevented?), the ultralight pilot stated that the accident could have been prevented "with the judicious use of throttle in the flare, or if I had carried more airspeed to compensate for the possible loss of a gusting headwind." The winds at the time of the accident were reported as variable at 8 knots.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's improper landing flare and inadequate recovery from a bounced landing which resulted in a hard landing. A factor was the delayed remedial action by the flight instructor.

## Findings

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Occurrence #1: HARD LANDING

Phase of Operation: LANDING - FLARE/TOUCHDOWN

### Findings

1. (C) FLARE - IMPROPER - DUAL STUDENT
2. (C) RECOVERY FROM BOUNCED LANDING - INADEQUATE - DUAL STUDENT
3. (F) REMEDIAL ACTION - DELAYED - PILOT IN COMMAND(CFI)

## Factual Information

### Student Pilot Information

Certificate:	None	Age:	63, Male
Airplane Rating(s):	None	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	None	Second Pilot Present:	Yes
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	None	Last Medical Exam:	
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	2 hours (Total, all aircraft), 2 hours (Total, this make and model)		

### Flight Instructor Information

Certificate:	Flight Instructor; Commercial	Age:	64, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Rear
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane Single-engine; Instrument Airplane	Toxicology Performed:	No
Medical Certification:	Class 2 With Waivers/Limitations	Last Medical Exam:	09/01/2006
Occupational Pilot:		Last Flight Review or Equivalent:	10/01/2006
Flight Time:	1141 hours (Total, all aircraft), 1 hours (Total, this make and model), 1091 hours (Pilot In Command, all aircraft), 38 hours (Last 90 days, all aircraft), 9 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

Aircraft Manufacturer:	Stits Flut-R-Bug	Registration:	N3129
Model/Series:	SA6B	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Experimental	Serial Number:	99583
Landing Gear Type:	Tricycle	Seats:	
Date/Type of Last Inspection:	04/01/2006, Annual	Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	414 Hours	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	A80
Registered Owner:	On file	Rated Power:	
Operator:	On file	Air Carrier Operating Certificate:	None

## Meteorological Information and Flight Plan

Observation Facility, Elevation:		Observation Time:	
Distance from Accident Site:		Condition of Light:	Day
Direction from Accident Site:		Conditions at Accident Site:	Visual Conditions
Lowest Cloud Condition:	Thin Broken / 12000 ft agl	Temperature/Dew Point:	7° C
Lowest Ceiling:	Broken / 12000 ft agl	Visibility	10 Miles
Wind Speed/Gusts, Direction:	8 knots/ 10 knots, Variable	Visibility (RVR):	
Altimeter Setting:		Visibility (RVV):	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Camerson, TX	Type of Flight Plan Filed:	None
Destination:	Camerson, TX	Type of Clearance:	None
Departure Time:	CST	Type of Airspace:	

## Airport Information

Airport:	CAMERON MUNI AIRPARK (T35)	Runway Surface Type:	Asphalt
Airport Elevation:		Runway Surface Condition:	Dry
Runway Used:	16	IFR Approach:	None
Runway Length/Width:	3200 ft / 50 ft	VFR Approach/Landing:	None

## Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None		

## Administrative Information

Investigator In Charge (IIC):	Craig R Hatch	Adopted Date:	03/26/2007
Additional Participating Persons:	Tom Latson; FSDO Houston, TX		
Publish Date:			
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
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.