



# National Transportation Safety Board Aviation Accident Data Summary

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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>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	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

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

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)

## Student Pilot Information

Certificate:	None	Age:	63
Airplane Rating(s):	None	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	
Flight Time:	2 hours (Total, all aircraft), 2 hours (Total, this make and model)		

## Flight Instructor Information

Certificate:	Flight Instructor; Commercial	Age:	64
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	Airplane Single-engine; Instrument Airplane
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 Make:	Stits Flut-R-Bug	Registration:	N3129
Model/Series:	SA6B	Engines:	1 Reciprocating
Operator:	On file	Engine Manufacturer:	Continental
Operating Certificate(s) Held:	None	Engine Model/Series:	A80
Flight Conducted Under:	Part 91: General Aviation - Instructional		

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:		Weather Information Source:	Pilot
Lowest Ceiling:	Broken / 12000 ft agl	Wind Speed/Gusts, Direction:	8 knots / 10 knots, Variable
Temperature:	7°C	Visibility	10 Miles
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Camerson, TX	Destination:	Camerson, TX

## Airport Information

Airport:	CAMERON MUNI AIRPARK (T35)	Runway Surface Type:	Asphalt
Runway Used:	16	Runway Surface Condition:	Dry
Runway Length/Width:	3200 ft / 50 ft		

## 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
Latitude, Longitude:	30.870000, -96.968333		

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Craig R Hatch	<b>Adopted Date:</b>	03/26/2007
<b>Note:</b>	This accident report documents the factual circumstances of this accident as described to the NTSB.		
<b>Investigation Docket:</b>	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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