



National Transportation Safety Board Aviation Accident Final Report

Location:	Georgetown, OH	Accident Number:	CEN13CA043
Date & Time:	11/03/2012, 1800 EDT	Registration:	N476XP
Aircraft:	FAIRCHILD HELI-PORTER PILATUS PC6/B1A-H2	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	1 Minor
Flight Conducted Under:	Part 91: General Aviation - Positioning		

Analysis

The commercial pilot said he applied full power to go around after a bounced landing. Torque generated by the turboprop engine pulled the airplane to the right, and the pilot stated that he was unable to arrest the turn. The airplane collided with trees, resulting in substantial damage to the right wing, fuselage, vertical stabilizer, both horizontal stabilizers, and the rudder. The pilot reported there were no mechanical malfunctions or failures with the airplane or engine that would have precluded normal operation.

Probable Cause and Findings

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

Findings

Aircraft

Personnel issues	Aircraft control - Pilot (Cause)
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Factual Information

History of Flight

Landing-aborted after touchdown	Loss of control on ground (Defining event)
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Pilot Information

Certificate:	Commercial; Private	Age:	61, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 With Waivers/Limitations	Last Medical Exam:	06/09/2012
Occupational Pilot:		Last Flight Review or Equivalent:	06/01/2012
Flight Time:	40000 hours (Total, all aircraft), 4000 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	FAIRCHILD HELI-PORTER	Registration:	N476XP
Model/Series:	PILATUS PC6/B1A-H2	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	2040
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	Annual	Certified Max Gross Wt.:	47774 lbs
Time Since Last Inspection:		Engines:	1 Turbo Prop
Airframe Total Time:		Engine Manufacturer:	P&W
ELT:	Installed, not activated	Engine Model/Series:	PT6A SER
Registered Owner:	PARACLETE AVIATION LLC	Rated Power:	750 hp
Operator:	Peter Morris Burgdorfer	Air Carrier Operating Certificate:	None

Meteorological Information and Flight Plan

Observation Facility, Elevation:		Observation Time:	
Distance from Accident Site:		Condition of Light:	Night/Dark
Direction from Accident Site:		Conditions at Accident Site:	Visual Conditions
Lowest Cloud Condition:		Temperature/Dew Point:	
Lowest Ceiling:		Visibility	
Wind Speed/Gusts, Direction:		Visibility (RVR):	
Altimeter Setting:		Visibility (RVV):	
Precipitation and Obscuration:			
Departure Point:	Goshen, IN (GOS)	Type of Flight Plan Filed:	Unknown
Destination:	Georgetown, OH (GEO)	Type of Clearance:	VFR
Departure Time:		Type of Airspace:	

Airport Information

Airport:	Georgetown (GEO)	Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	35	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Straight-in

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	Leah D Yeager	Adopted Date:	02/27/2013
Additional Participating Persons:	Edward Cunningham; FAA/FSDO; Cincinnati, OH		
Publish Date:	02/27/2013		
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
Investigation Docket:	http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=85497		

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.