



# Aviation Investigation Final Report

<b>Location:</b>	Lee's Summit, Missouri	<b>Accident Number:</b>	CEN22LA444
<b>Date &amp; Time:</b>	August 23, 2022, 17:30 Local	<b>Registration:</b>	N1462J
<b>Aircraft:</b>	ROCKWELL INTERNATIONAL 112A	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Abnormal runway contact	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The pilot reported that, during landing, the airplane “bounced”; however, he felt that he had “full control of the glide for the rest of the landing”. The airplane bounced again after which the propeller struck the ground and the nose landing gear collapsed when the airplane stopped. The airplane sustained substantial damage to the forward fuselage.

## 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, which resulted in a bounced landing and the nose landing gear collapse.

## Findings

<b>Personnel issues</b>	Aircraft control - Pilot
<b>Aircraft</b>	Landing flare - Not attained/maintained

## Factual Information

### History of Flight

Landing	Abnormal runway contact (Defining event)
Landing	Landing gear collapse

### Pilot Information

Certificate:	Private	Age:	84, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	April 23, 2022
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	April 19, 2022
Flight Time:	(Estimated) 418 hours (Total, all aircraft), 76 hours (Total, this make and model), 85 hours (Last 90 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

Aircraft Make:	ROCKWELL INTERNATIONAL	Registration:	N1462J
Model/Series:	112A	Aircraft Category:	Airplane
Year of Manufacture:	1976	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	1462L
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:		Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1
Airframe Total Time:		Engine Manufacturer:	
ELT:		Engine Model/Series:	
Registered Owner:	On file	Rated Power:	
Operator:	On file	Operating Certificate(s) Held:	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	KLXT,1000 ft msl	<b>Distance from Accident Site:</b>	0 Nautical Miles
<b>Observation Time:</b>	16:53 Local	<b>Direction from Accident Site:</b>	148°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	6 knots /	<b>Turbulence Type Forecast/Actual:</b>	None / None
<b>Wind Direction:</b>	60°	<b>Turbulence Severity Forecast/Actual:</b>	N/A / N/A
<b>Altimeter Setting:</b>	29.99 inches Hg	<b>Temperature/Dew Point:</b>	28°C / 16°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Rock Falls, IL (KSQI)	<b>Type of Flight Plan Filed:</b>	
<b>Destination:</b>	Lees Summit , MO (KLXT)	<b>Type of Clearance:</b>	Unknown
<b>Departure Time:</b>		<b>Type of Airspace:</b>	Unknown

## Airport Information

<b>Airport:</b>	Lee's Summit Municipal Airport KLXT	<b>Runway Surface Type:</b>	Concrete
<b>Airport Elevation:</b>	1004 ft msl	<b>Runway Surface Condition:</b>	Unknown
<b>Runway Used:</b>	18/36	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	5501 ft / 100 ft	<b>VFR Approach/Landing:</b>	Full stop

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>		<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	38.959097,-94.371895(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Otterstrom, Kevin
<b>Additional Participating Persons:</b>	Greg Russell; FAA / Kansas City FSDO; Kansas City , MO
<b>Original Publish Date:</b>	April 27, 2023
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class 4</a>
<b>Note:</b>	The NTSB did not travel to the scene of this accident.
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=106861">https://data.ntsb.gov/Docket?ProjectID=106861</a>

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The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).