



Aviation Investigation Final Report

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|--------------------------------|--------------------------------------|-------------------------|-------------|
| Location: | SAGINAW, Michigan | Accident Number: | CHI92LA150 |
| Date & Time: | May 16, 1992, 12:01 Local | Registration: | N6167Z |
| Aircraft: | BEECH C23 | Aircraft Damage: | Substantial |
| Defining Event: | | Injuries: | 2 None |
| Flight Conducted Under: | Part 91: General aviation - Personal | | |

Analysis

AN AIRLINE TRANSPORT PILOT EXECUTED A PRACTICE INSTRUMENT APPROACH TO A TOUCH-AND-GO LANDING. THE AIRPLANE BOUNCED ON LANDING AND COMMENCED A PORPOISE. THE ATP RELINQUISHED CONTROL TO THE OWNER IN THE RIGHT SEAT. THE OWNER APPLIED FULL THROTTLE TO ABORT THE LANDING. THE AIRPLANE CONTINUED TO ANOTHER TOUCHDOWN, NOSE FIRST, COLLAPSING THE NOSE GEAR.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE FIRST PILOT'S IMPROPER RECOVERY FROM A BOUNCED LANDING. A FACTOR IN THE ACCIDENT WAS THE FIRST PILOT'S LACK OF EXPERIENCE IN THE AIRCRAFT TYPE.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. FLARE - MISJUDGED - PILOT IN COMMAND
 2. (F) LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
 3. (C) RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
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Occurrence #2: HARD LANDING
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Factual Information

Pilot Information

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|----------------------------------|--|--|-------------------|
| Certificate: | Airline transport; Commercial; Military | Age: | 29, Male |
| Airplane Rating(s): | Single-engine land; Multi-engine land | Seat Occupied: | Left |
| Other Aircraft Rating(s): | None | Restraint Used: | |
| Instrument Rating(s): | Airplane | Second Pilot Present: | Yes |
| Instructor Rating(s): | None | Toxicology Performed: | No |
| Medical Certification: | Class 1 Valid Medical--no waivers/lim. | Last FAA Medical Exam: | February 12, 1992 |
| Occupational Pilot: | No | Last Flight Review or Equivalent: | |
| Flight Time: | 1866 hours (Total, all aircraft), 3 hours (Total, this make and model), 1557 hours (Pilot In Command, all aircraft), 3 hours (Last 90 days, all aircraft), 3 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft) | | |

Aircraft and Owner/Operator Information

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|--------------------------------------|----------------------------|---------------------------------------|-----------------|
| Aircraft Make: | BEECH | Registration: | N6167Z |
| Model/Series: | C23 C23 | Aircraft Category: | Airplane |
| Year of Manufacture: | | Amateur Built: | |
| Airworthiness Certificate: | Normal | Serial Number: | M-2349 |
| Landing Gear Type: | Tricycle | Seats: | 4 |
| Date/Type of Last Inspection: | February 26, 1992 100 hour | Certified Max Gross Wt.: | 2450 lbs |
| Time Since Last Inspection: | 24 Hrs | Engines: | 1 Reciprocating |
| Airframe Total Time: | 3414 Hrs | Engine Manufacturer: | LYCOMING |
| ELT: | Installed, activated | Engine Model/Series: | O-360-A4K |
| Registered Owner: | LEINBERGER, STEVEN A. | Rated Power: | 180 Horsepower |
| Operator: | LEINBERGER, STEVEN A. | Operating Certificate(s) Held: | None |
| Operator Does Business As: | | Operator Designator Code: | |

Meteorological Information and Flight Plan

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|---|----------------------------------|---|------------------|
| Conditions at Accident Site: | Visual (VMC) | Condition of Light: | Day |
| Observation Facility, Elevation: | MBS ,668 ft msl | Distance from Accident Site: | 1 Nautical Miles |
| Observation Time: | 11:48 Local | Direction from Accident Site: | 240° |
| Lowest Cloud Condition: | Scattered / 16000 ft AGL | Visibility | 15 miles |
| Lowest Ceiling: | None | Visibility (RVR): | |
| Wind Speed/Gusts: | 10 knots / 15 knots | Turbulence Type Forecast/Actual: | / |
| Wind Direction: | 120° | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | 30 inches Hg | Temperature/Dew Point: | 24°C / 5°C |
| Precipitation and Obscuration: | No Obscuration; No Precipitation | | |
| Departure Point: | MIDLAND , MI (3BS) | Type of Flight Plan Filed: | None |
| Destination: | (3BS) | Type of Clearance: | VFR |
| Departure Time: | 11:15 Local | Type of Airspace: | Class D;Class E |

Airport Information

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|-----------------------------|------------------------|----------------------------------|--------------------------|
| Airport: | TRI CITY INTERNATL MBS | Runway Surface Type: | Asphalt |
| Airport Elevation: | 668 ft msl | Runway Surface Condition: | Dry |
| Runway Used: | 23 | IFR Approach: | ILS;Practice |
| Runway Length/Width: | 8002 ft / 150 ft | VFR Approach/Landing: | Straight-in;Touch and go |

Wreckage and Impact Information

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|----------------------------|--------|-----------------------------|-------------|
| Crew Injuries: | 1 None | Aircraft Damage: | Substantial |
| Passenger Injuries: | 1 None | Aircraft Fire: | None |
| Ground Injuries: | N/A | Aircraft Explosion: | None |
| Total Injuries: | 2 None | Latitude, Longitude: | |

Administrative Information

Investigator In Charge (IIC): Vallaster, J

Additional Participating Persons: WOODY BEST; GRAND RAPIDS , MI
TED E ROBY; GRAND RAPIDS , MI

Original Publish Date: June 30, 1993

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.ntsb.gov/Docket?ProjectID=15445>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).