



# Aviation Investigation Final Report

<b>Location:</b>	ELYRIA, Ohio	<b>Accident Number:</b>	NYC92LA155
<b>Date &amp; Time:</b>	August 9, 1992, 14:00 Local	<b>Registration:</b>	N239HL
<b>Aircraft:</b>	BROUSSARD 1521M	MH-	<b>Aircraft Damage:</b> Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

THE PILOT SAID HE WAS 'ATTEMPTING A WHEEL LANDING ON RUNWAY 25, [AND THE] LEFT TIRE BLEW SHORTLY AFTER CONTACT WITH THE RUNWAY.' HE THEN APPLIED RIGHT BRAKE TO KEEP THE AIRPLANE ON THE RUNWAY, AND IT TURNED 180 DEGREES. THE FAA REPORT SAID, '...THE AIRCRAFT LANDED HARD ON THE LEFT GEAR BLOWING THE TIRE CAUSING THE AIRCRAFT TO BOUNCE THREE TIMES BEFORE GROUND LOOPING.'

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S IMPROPER FLARE RESULTING IN A HARD BOUNCED LANDING AND SUBSEQUENT BLOWN TIRE AND LOSS OF AIRPLANE CONTROL.

## Findings

Occurrence #1: HARD LANDING  
Phase of Operation: LANDING - FLARE/TOUCHDOWN

### Findings

1. (C) FLARE - IMPROPER - PILOT IN COMMAND
2. (C) TOUCHDOWN - MISJUDGED - PILOT IN COMMAND
3. RECOVERY FROM BOUNCED LANDING - NOT POSSIBLE - PILOT IN COMMAND

Occurrence #2: LOSS OF CONTROL - ON GROUND/WATER  
Phase of Operation: LANDING - ROLL

Findings

4. LANDING GEAR, TIRE - RUPTURED
5. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	62, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical-w/ waivers/lim	<b>Last FAA Medical Exam:</b>	January 30, 1990
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	680 hours (Total, all aircraft), 302 hours (Total, this make and model), 680 hours (Pilot In Command, all aircraft), 15 hours (Last 90 days, all aircraft), 6 hours (Last 30 days, all aircraft), 0.4 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	BROUSSARD	<b>Registration:</b>	N239HL
<b>Model/Series:</b>	MH-1521M MH-1521M	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Experimental (Special)	<b>Serial Number:</b>	239
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	5
<b>Date/Type of Last Inspection:</b>	June 1, 1992 Annual	<b>Certified Max Gross Wt.:</b>	5953 lbs
<b>Time Since Last Inspection:</b>	9 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	3364 Hrs	<b>Engine Manufacturer:</b>	P&W
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	R-985
<b>Registered Owner:</b>	CENTRE CARRIERS RENTALS, INC.	<b>Rated Power:</b>	450 Horsepower
<b>Operator:</b>	CENTRE CARRIERS RENTALS, INC.	<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>	0000	<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>		<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>		<b>Direction from Accident Site:</b>	
<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>	/	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	0°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>		<b>Temperature/Dew Point:</b>	
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	(22G )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	(22G )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	13:40 Local	<b>Type of Airspace:</b>	Class D

## Airport Information

<b>Airport:</b>	LORAIN COUNTY REGIONAL 22G	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	994 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	25	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	4997 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>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	41.380855,-82.010581(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Leonard, Charles
<b>Additional Participating Persons:</b>	EDWARD R GOODWIN; CLEVELAND , OH
<b>Original Publish Date:</b>	September 14, 1993
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=37201">https://data.ntsb.gov/Docket?ProjectID=37201</a>

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