



# Aviation Investigation Final Report

<b>Location:</b>	PUYALLUP, Washington	<b>Accident Number:</b>	SEA96LA105
<b>Date &amp; Time:</b>	May 31, 1996, 11:30 Local	<b>Registration:</b>	N72344
<b>Aircraft:</b>	Cessna 140	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 Minor
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The pilot reported that during a landing attempt, the airplane bounced hard two times, and she decided to go around. She reported that in the go-around attempt, she retracted the flaps from full down to full up and added power. The aircraft then veered left and crashed in scotch broom to the left of the runway.

## 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, and failure to maintain runway alignment during a go-around. The pilot's improper flare for landing was a related factor.

## Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT  
Phase of Operation: GO-AROUND (VFR)

### Findings

1. (F) FLARE - IMPROPER - PILOT IN COMMAND
2. (C) RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
3. (C) PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND

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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: GO-AROUND (VFR)

Findings

4. TERRAIN CONDITION - HIGH VEGETATION

## Factual Information

On May 31, 1996, at approximately 1130 Pacific daylight time, a Cessna 140, N72344, sustained substantial damage during an attempted go-around after bouncing during landing on runway 16 at Pierce County-Thun Field, Puyallup, Washington. The pilot, who was the sole occupant, received minor injuries. Visual meteorological conditions prevailed and no flight plan was filed for the 14 CFR 91 flight from Auburn, Washington.

The pilot reported: "...I bounced quite hard, bounced quite hard a second time and decided to go around. I gave full throttle and shot off towards the trees to the side. The next thing I knew, I was in the trees." An FAA inspector who responded to the scene reported that the pilot bounced twice on landing before the aircraft veered left off the runway and went into an area of "scotch broom." The inspector reported that the pilot told her she had retracted the flaps from full down to full up and added power immediately prior to the loss of control. The FAA inspector also reported that the aircraft's carburetor heat control was in the "on" position.

Puyallup runway 16 is 3,650 feet long and 60 feet wide. Winds at McChord Air Force Base, 8 nautical miles west of Thun Field, were reported from 260 degrees magnetic at 4 knots at 1155.

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	41,Female
<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 3 Valid Medical-w/ waivers/lim	<b>Last FAA Medical Exam:</b>	June 3, 1994
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	193 hours (Total, all aircraft), 30 hours (Total, this make and model), 132 hours (Pilot In Command, all aircraft), 6 hours (Last 90 days, all aircraft), 2 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N72344
<b>Model/Series:</b>	140 140	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	9528
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	September 13, 1995 Annual	<b>Certified Max Gross Wt.:</b>	1450 lbs
<b>Time Since Last Inspection:</b>	64 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	2253 Hrs	<b>Engine Manufacturer:</b>	Continental
<b>ELT:</b>	Installed	<b>Engine Model/Series:</b>	O-200-A
<b>Registered Owner:</b>	TRUDITH A. KONG/DONALD CONNELL	<b>Rated Power:</b>	100 Horsepower
<b>Operator:</b>	TRUDITH A. KONG	<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>		<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>	TCM ,323 ft msl	<b>Distance from Accident Site:</b>	8 Nautical Miles
<b>Observation Time:</b>	11:55 Local	<b>Direction from Accident Site:</b>	260°
<b>Lowest Cloud Condition:</b>	Scattered / 5000 ft AGL	<b>Visibility</b>	35 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	4 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	260°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30 inches Hg	<b>Temperature/Dew Point:</b>	16°C / 4°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	AUBURN , WA (S50 )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	11:00 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	PIERCE COUNTY-THUN FIELD 1S0	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	534 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	16	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	3650 ft / 60 ft	<b>VFR Approach/Landing:</b>	Full stop

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Minor	<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 Minor	<b>Latitude, Longitude:</b>	47.189376,-122.330848(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Nesemeier, Gregg
<b>Additional Participating Persons:</b>	CANDACE C CARRERA; RENTON , WA
<b>Original Publish Date:</b>	February 28, 1997
<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=42376">https://data.ntsb.gov/Docket?ProjectID=42376</a>

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