



Aviation Investigation Final Report

Location:	RITZVILLE, Washington	Accident Number:	SEA93LA116
Date & Time:	May 20, 1993, 20:00 Local	Registration:	N106NR
Aircraft:	RAMBOW MONI	MONNETT	Aircraft Damage: Substantial
Defining Event:		Injuries:	1 Serious
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT DELAYED THE LANDING FLARE, WHICH RESULTED IN A HARD LANDING ON THE NOSE GEAR, BLOWING THE TIRE. THE ACFT BOUNCED BACK INTO THE AIR, LANDED HARD AND THE LANDING GEAR COLLAPSED. THE ACFT SKIDDED OFF THE RUNWAY AND IMPACTED TERRAIN.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE IMPROPER LANDING FLARE.

Findings

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

Findings
1. (C) FLARE - IMPROPER - PILOT IN COMMAND

Occurrence #2: COMPLETE GEAR COLLAPSED
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

2. LANDING GEAR - OVERLOAD

Factual Information

Pilot Information

Certificate:	Commercial	Age:	69, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Center
Other Aircraft Rating(s):	Glider	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	None None	Last FAA Medical Exam:	
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	776 hours (Total, all aircraft), 19 hours (Total, this make and model), 700 hours (Pilot In Command, all aircraft), 3 hours (Last 90 days, all aircraft), 3 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	RAMBOW	Registration:	N106NR
Model/Series:	MONNETT MONI MONNETT MO	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	00106
Landing Gear Type:	Tricycle	Seats:	1
Date/Type of Last Inspection:	May 3, 1993 Annual	Certified Max Gross Wt.:	560 lbs
Time Since Last Inspection:	3 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	19 Hrs	Engine Manufacturer:	Komet
ELT:	Not installed	Engine Model/Series:	KFM 107E
Registered Owner:	RAMBOW, NORMAN H.	Rated Power:	25 Horsepower
Operator:	RAMBOW, NORMAN H.	Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	MWH ,1205 ft msl	Distance from Accident Site:	34 Nautical Miles
Observation Time:	20:00 Local	Direction from Accident Site:	250°
Lowest Cloud Condition:	Scattered / 8000 ft AGL	Visibility	35 miles
Lowest Ceiling:	Broken / 15000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	22°C / 6°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	19:10 Local	Type of Airspace:	Class G

Airport Information

Airport:	RITZVILLE MUNICIPAL 33S	Runway Surface Type:	Asphalt
Airport Elevation:	1800 ft msl	Runway Surface Condition:	Dry
Runway Used:	1	IFR Approach:	None
Runway Length/Width:	4100 ft / 40 ft	VFR Approach/Landing:	Straight-in

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious	Latitude, Longitude:	47.070941,-118.470886(est)

Administrative Information

Investigator In Charge (IIC):	Mangum, Prentiss
Additional Participating Persons:	RICK DOMINY; RENTON , WA
Original Publish Date:	November 19, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=43029

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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](#).