



Aviation Investigation Final Report

Location:	WEST, Texas	Accident Number:	FTW99LA147
Date & Time:	May 21, 1999, 14:00 Local	Registration:	N29096
Aircraft:	Cessna TU206C	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot lost control of the airplane after a bounced landing. The pilot maneuvered the airplane onto final approach with 30 degrees of flaps. Upon touchdown with the runway surface, the airplane 'bounced slightly.' The airplane bounced again and the pilot advanced the throttle 'half way.' The airplane 'pitched upward and then immediately down, impacting the ground nose wheel first.' Subsequently, the nose landing gear separated from the airframe, and the airplane nosed over coming to rest inverted.

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.

Findings

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

Findings

1. PORPOISE/PILOT-INDUCED OSCILLATION - ENCOUNTERED - PILOT IN COMMAND
2. (C) RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND

Occurrence #2: NOSE OVER
Phase of Operation: LANDING - ROLL

Factual Information

On May 21, 1999, at 1400 central daylight time, a Cessna TU206C airplane, N29096, was substantially damaged following a loss of control while landing at a private airstrip near West, Texas. The airplane was registered to the Ram Aircraft Corporation of Waco, Texas, and operated by a private individual. The non-instrument rated private pilot, sole occupant of the airplane, was not injured. Visual meteorological conditions prevailed for the 14 Code of Federal Regulations (CFR) Part 91 personal flight and a flight plan was not filed. The local flight originated from the Waco Regional Airport, Waco, Texas, at 1350.

According to the 440 hour pilot, he was in a right traffic pattern for the 1,900 foot turf runway. The airplane was on final approach configured with 30 degrees of flaps for landing. Upon touchdown with the runway surface, the airplane "bounced slightly." The airplane then bounced again and the pilot advanced the throttle "half way." The airplane "pitched upward and then immediately down, impacting the ground nosewheel first." Subsequently, the nose landing gear separated from the airframe, and the airplane nosed over coming to rest inverted.

An FAA inspector examined the airplane at the site and stated that the horizontal stabilizer was structurally damaged and the right wing lift strut was damaged. Additionally, he confirmed that the nose landing gear separated from the airplane.

Pilot Information

Certificate:	Private	Age:	44, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	April 5, 1996
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	440 hours (Total, all aircraft), 31 hours (Total, this make and model), 364 hours (Pilot In Command, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N29096
Model/Series:	TU206C TU206C	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	U206-1069
Landing Gear Type:	Tricycle	Seats:	6
Date/Type of Last Inspection:	March 27, 1999 Annual	Certified Max Gross Wt.:	3600 lbs
Time Since Last Inspection:	23 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	4579 Hrs	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	TSIO-520
Registered Owner:	RAM AIRCRAFT CORPORATION	Rated Power:	310 Horsepower
Operator:	DAVID L. BROWN	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:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 4000 ft AGL	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	6 knots / 10 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	170°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	28°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	WACO , TX (ACT)	Type of Flight Plan Filed:	None
Destination:	(NONE)	Type of Clearance:	
Departure Time:	13:50 Local	Type of Airspace:	Class E

Airport Information

Airport:	PRIVATE AIRSTRIP NONE	Runway Surface Type:	Grass/turf
Airport Elevation:	540 ft msl	Runway Surface Condition:	Dry
Runway Used:	16	IFR Approach:	None
Runway Length/Width:	1900 ft / 35 ft	VFR Approach/Landing:	Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	31.800483,-97.089302(est)

Administrative Information

Investigator In Charge (IIC):	Snyder, Georgia
Additional Participating Persons:	CURT R MAHAFFEY; FORT WORTH , TX
Original Publish Date:	April 25, 2001
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=46358

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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](#).