



# Aviation Investigation Final Report

<b>Location:</b>	BRISTOL, Wisconsin	<b>Accident Number:</b>	CHI99LA242
<b>Date &amp; Time:</b>	July 17, 1999, 20:15 Local	<b>Registration:</b>	N2980H
<b>Aircraft:</b>	Ercoupe (Eng & Research Corp.) 415-C	<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 that he made an approach into the airstrip after clearing a high tension [power] line by approximately 200 feet. The airplane's speed was approximately 70 miles per hour (mph). The airplane descended to the runway, touching down between 65 to 70 mph. The pilot said he bounced and floated before touching down again. 'I started to roll out, and crested a small hill [on the runway] with a dip on the other side of it.' The airplane became airborne again, began to settle, and then struck the nose gear. Examination of the airplane revealed no anomalies.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's failure to perform a proper recovery from the bounced landing, resulting in the airplane's nose gear striking the runway. A factor relating to the accident was the excessive airspeed maintained during the landing.

### Findings

Occurrence #1: HARD LANDING  
Phase of Operation: LANDING

Findings

1. (C) RECOVERY FROM BOUNCED LANDING - NOT ATTAINED - PILOT IN COMMAND
2. (F) AIRSPEED - EXCESSIVE - PILOT IN COMMAND

## Factual Information

On July 17, 1999, at 2015 central daylight time (cdt), an Ercoupe 415-C, N2980H, operated by a private pilot, sustained substantial damage when on landing, the airplane bounced and subsequently impacted on to a grass runway at the Winfield Airport, Bristol, Wisconsin. Visual meteorological conditions prevailed at the time of the accident. The personal flight was being conducted under 14 CFR Part 91. There was no flight plan on file. The pilot reported no injuries. The local flight originated at Bristol, Wisconsin, at 1940 cdt.

In his written statement, the pilot said that he came into the airstrip after clearing a high tension [power] line by approximately 200 feet. The airplane's speed was approximately 70 miles per hour (mph). The airplane descended to the runway, touching down between 65 to 70 mph. The pilot said he bounced and floated before touching down again. "I started to roll out, and crested a small hill [on the runway] with a dip on the other side of it." The airplane became airborne again, began to settle, and then struck the nose gear.

An FAA inspector examined the airplane at the airstrip. The airplane's nose gear was buckled aft. The engine mounts were twisted and broken. The lower firewall was bent back. The skin around the lower cowling and forward fuselage was buckled and cracked. Flight control continuity was confirmed. Examination of the engine, engine controls and other airplane systems revealed no anomalies.

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	58, 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 3 Valid Medical-w/ waivers/lim	<b>Last FAA Medical Exam:</b>	February 18, 1999
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	239 hours (Total, all aircraft), 25 hours (Total, this make and model), 165 hours (Pilot In Command, all aircraft), 19 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Ercoupe (Eng & Research Corp.)	<b>Registration:</b>	N2980H
<b>Model/Series:</b>	415-C 415-C	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	3605
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	March 24, 1999 Annual	<b>Certified Max Gross Wt.:</b>	1265 lbs
<b>Time Since Last Inspection:</b>	25 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	2523 Hrs	<b>Engine Manufacturer:</b>	Continental
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	C-85
<b>Registered Owner:</b>	FRED RODNEY EKORNAAS	<b>Rated Power:</b>	85 Horsepower
<b>Operator:</b>		<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>	ENW ,743 ft msl	<b>Distance from Accident Site:</b>	2 Nautical Miles
<b>Observation Time:</b>	20:53 Local	<b>Direction from Accident Site:</b>	360°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	5 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	6 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	10°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30 inches Hg	<b>Temperature/Dew Point:</b>	21°C / 20°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	(WI58)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	19:40 Local	<b>Type of Airspace:</b>	Class D

## Airport Information

<b>Airport:</b>	WINFIELD AIRPORT	<b>Runway Surface Type:</b>	Grass/turf
<b>Airport Elevation:</b>	740 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	36	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	2000 ft / 100 ft	<b>VFR Approach/Landing:</b>	Full stop;Straight-in

## 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>	42.539356,-88.020782(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Bowling, David
<b>Additional Participating Persons:</b>	ROBERT GAY; MILWAUKEE , WI
<b>Original Publish Date:</b>	May 12, 2000
<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=46824">https://data.ntsb.gov/Docket?ProjectID=46824</a>

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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](#).