



Aviation Investigation Final Report

Location:	PARKER, Arizona	Accident Number:	LAX00LA164
Date & Time:	April 20, 2000, 15:30 Local	Registration:	N7260N
Aircraft:	Cessna U206G	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

The pilot reported that on final approach he was too high and too fast for landing. He attempted to lose altitude too quickly, which increased his airspeed above the recommended landing airspeed. After touchdown the airplane porpoised down the runway breaking off the nose landing gear wheel. The airplane skidded off the runway, nosed down, and then back down on its main landing gear. No mechanical malfunctions were reported.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The failure of the pilot to obtain the proper airspeed during landing, which resulted in a hard landing and subsequent porpoise down the runway.

Findings

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

Findings

1. (C) DISTANCE/SPEED - NOT OBTAINED/MAINTAINED - PILOT IN COMMAND
2. PORPOISE/PILOT-INDUCED OSCILLATION - ENCOUNTERED - PILOT IN COMMAND

Occurrence #2: NOSE DOWN
Phase of Operation: LANDING

Factual Information

On April 20, 2000, at 1530 hours mountain standard time, a Cessna U206G, N7260N, departed runway 19 after landing at the Avi Suquilla Airport, Parker, Arizona. The airplane, owned and operated by the pilot under 14 CFR Part 91, sustained substantial damage. The student pilot, the sole occupant, was not injured. Visual meteorological conditions existed for the solo cross-country instructional flight that departed the Goodyear, Arizona, airport at 1438, with scheduled stops at the Avi Suquilla and Blythe, California, airports and back to Goodyear. A visual flight rules (VFR) flight plan had been filed.

The pilot reported that the landing approach was too high and he tried to overcorrect resulting in an increase in airspeed on landing. After initial touchdown the airplane porpoised down the runway. On the second bounce the nose wheel was broken off, and on the third bounce the propeller struck the runway. The airplane skidded off the left side of the runway coming to rest in the dirt. The pilot stated that there were no mechanical anomalies noted with the airplane.

Witnesses to the accident reported that they had been in a hangar talking when they heard a loud screech. They looked outside and saw the accident airplane bouncing down the runway without a front wheel. The airplane bounced about 2 feet in the air, and when it came back down, it slid down the runway on its nose where it exited the runway to the east side. They saw the airplane nose down and then back down on the main landing gear.

Pilot Information

Certificate:	Student	Age:	59, Male
Airplane Rating(s):	None	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-w/ waivers/lim	Last FAA Medical Exam:	October 11, 1999
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	48 hours (Total, all aircraft), 24 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N7260N
Model/Series:	U206G U206G	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	U20603590
Landing Gear Type:	Tricycle	Seats:	6
Date/Type of Last Inspection:	September 3, 1999 Annual	Certified Max Gross Wt.:	3600 lbs
Time Since Last Inspection:	25 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2316 Hrs	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	IO-520-F
Registered Owner:	RICHARD ADAMS REVOCABLE TRUST	Rated Power:	300 Horsepower
Operator:		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:	BLH ,397 ft msl	Distance from Accident Site:	44 Nautical Miles
Observation Time:	15:50 Local	Direction from Accident Site:	205°
Lowest Cloud Condition:	Scattered / 25000 ft AGL	Visibility	40 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	120°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	33°C / -2°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	GOODYEAR , AZ (GYR)	Type of Flight Plan Filed:	VFR
Destination:	(P20)	Type of Clearance:	VFR
Departure Time:	14:30 Local	Type of Airspace:	Class G

Airport Information

Airport:	AVI SUPQUILLA P20	Runway Surface Type:	Asphalt
Airport Elevation:	452 ft msl	Runway Surface Condition:	Dry
Runway Used:	19	IFR Approach:	None
Runway Length/Width:	4800 ft / 75 ft	VFR Approach/Landing:	

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:	34.079387,-114.220031(est)

Administrative Information

Investigator In Charge (IIC):	Cornejo, Tealeye
Additional Participating Persons:	LARRY JONES; SCOTTSDALE , AZ
Original Publish Date:	July 17, 2001
Last Revision Date:	
Investigation Class:	Class
Note:	The NTSB traveled to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=49019

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