



Aviation Investigation Final Report

Location:	PARSONS, Kansas	Accident Number:	CHI00LA273
Date & Time:	August 26, 2000, 07:30 Local	Registration:	N93990
Aircraft:	Ercoupe 415-C	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The airplane sustained substantial damage on impact with a fence post and terrain while landing. The pilot and passenger sustained minor injuries. The pilot said, "We turned final and picked my spot for touch down, I.A.S. was 80 m.p.h., final was looking good-lined up on strip good just ahead of runway the airplane just sunk. We had passed over a gravel road about 20' ahead of the strip, but don't really know if that is what effected the plane. We hit the tallest gate post, which is approx. 10 feet from end of runway. The airplane hit the ground and did a 180[degree] turn." The pilot stated that there was no mechanical malfunction. The pilot listed substantial damage to both wings, fuselage, main gear, nose gear, nose bowl, and propeller.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot not maintaining clearance from the fence post and not attaining the proper touchdown point. A factor was the fence post.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: LANDING

Findings

1. (F) OBJECT - FENCE POST
2. (C) ALTITUDE/CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

3. (C) PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND

Occurrence #2: HARD LANDING

Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

On August 26, 2000, about 0730 central daylight time, an Ercoupe 415-C, N93990, piloted by a private pilot, sustained substantial damage on impact with a fence post and terrain while landing at a private airstrip near Parsons, Kansas. The personal flight was operating under 14 CFR Part 91. No flight plan was on file. The pilot and passenger sustained minor injuries. The flight originated from Chanute Martin Johnson Airport, near Chanute, Kansas at 0715 and was landing at the time of the accident.

The pilot said, "We turned final and picked my spot for touch down, I.A.S. was 80 m.p.h., final was looking good-lined up on strip good just ahead of runway the airplane just sunk. We had passed over a gravel road about 20' ahead of the strip, but don't really know if that is what effected the plane. We hit the tallest gate post, which is approx. 10 feet from end of runway. The airplane hit the ground and did a 180[degree] turn." The pilot stated that there was no mechanical malfunction. The pilot listed substantial damage to both wings, fuselage, main gear, nose gear, nose bowl, and propeller. The pilot's safety recommendation was to "avoid short strips from now on except in emergency situation."

Pilot Information

Certificate:	Private	Age:	53, 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--w/ waivers/lim	Last FAA Medical Exam:	May 19, 1999
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	178 hours (Total, all aircraft), 9 hours (Total, this make and model), 118 hours (Pilot In Command, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Ercoupe	Registration:	N93990
Model/Series:	415-C 415-C	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	1313
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	May 8, 2000 Annual	Certified Max Gross Wt.:	1400 lbs
Time Since Last Inspection:	12 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1802 Hrs	Engine Manufacturer:	Continental
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	C85-12
Registered Owner:	CHARLES SMITH	Rated Power:	85 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:	CNU ,1002 ft msl	Distance from Accident Site:	27 Nautical Miles
Observation Time:	07:54 Local	Direction from Accident Site:	340°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	190°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	77°C / 64°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	CHANUTE (CNU)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	07:15 Local	Type of Airspace:	Class G

Airport Information

Airport:	PRIVATE NONE	Runway Surface Type:	Grass/turf
Airport Elevation:	1000 ft msl	Runway Surface Condition:	Dry
Runway Used:	0	IFR Approach:	None
Runway Length/Width:	1700 ft / 50 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Minor	Latitude, Longitude:	37.329433,-95.259666(est)

Administrative Information

Investigator In Charge (IIC):	Malinowski, Edward
Additional Participating Persons:	EARLINE F BILES; WICHITA , KS
Original Publish Date:	October 17, 2001
Last Revision Date:	
Investigation Class:	Class
Note:	The NTSB traveled to the scene of this accident.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=50109

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).