



# Aviation Investigation Final Report

<b>Location:</b>	OAKLAND, California	<b>Accident Number:</b>	LAX00LA137
<b>Date &amp; Time:</b>	January 26, 2000, 15:35 Local	<b>Registration:</b>	N228ER
<b>Aircraft:</b>	Grumman American      AG5B	<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 was attempting to practice touch-and-go landings. During the landing attempt, the airplane began to bounce. The pilot said he thought the bouncing would settle down, and instead, it got worse to the point that it broke off the nose gear strut.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The inadvertent porpoise and improper remedial action of the pilot during the landing attempt.

## Findings

Occurrence #1: NOSE GEAR COLLAPSED  
Phase of Operation: LANDING

### Findings

1. (C) PORPOISE/PILOT-INDUCED OSCILLATION - CONTINUED - PILOT IN COMMAND
2. (F) RECOVERY FROM BOUNCED LANDING - NOT FOLLOWED - PILOT IN COMMAND

## Factual Information

On January 26, 2000, at 1535 hours Pacific standard time, a Grumman American AG5B, N228ER, porpoised on landing and subsequently broke off the nose wheel at the Oakland, California, airport. The private pilot, the owner and operator of the aircraft, was not injured. The airplane sustained substantial damage. The purpose of the local area personal flight was to practice touch-and-go landings. The airplane departed from Hayward, California, approximately 1500, and was destined for Oakland when the accident occurred. Visual meteorological conditions prevailed at the time of the accident.

The Federal Aviation Administration notified the Safety Board of the accident on March 27, 2000.

The pilot stated that once he touched down on runway 27L, the airplane began bouncing. He said the bouncing got worse, and finally the nose pitched down and the nose wheel hit the runway, which broke off the nose gear strut.

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	80, 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>	Airplane	<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>	May 14, 1999
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	1090 hours (Total, all aircraft), 415 hours (Total, this make and model), 1000 hours (Pilot In Command, all aircraft), 40 hours (Last 90 days, all aircraft), 12 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Grumman American	<b>Registration:</b>	N228ER
<b>Model/Series:</b>	AG5B AG5B	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal; Utility	<b>Serial Number:</b>	10119
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	August 1, 1999 Annual	<b>Certified Max Gross Wt.:</b>	2400 lbs
<b>Time Since Last Inspection:</b>	103 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	1750 Hrs	<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	O-360-A4K
<b>Registered Owner:</b>	OILVER A. BAER	<b>Rated Power:</b>	180 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>	OAK ,6 ft msl	<b>Distance from Accident Site:</b>	1 Nautical Miles
<b>Observation Time:</b>	15:53 Local	<b>Direction from Accident Site:</b>	360°
<b>Lowest Cloud Condition:</b>	Scattered / 3000 ft AGL	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	Broken / 16000 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	5 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	260°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30 inches Hg	<b>Temperature/Dew Point:</b>	12°C / 8°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	HAYWARD , CA (HWD )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	(OAK )	<b>Type of Clearance:</b>	VFR
<b>Departure Time:</b>	15:45 Local	<b>Type of Airspace:</b>	Class C

## Airport Information

<b>Airport:</b>	METROPOLITAN OAKLAND INTL OAK	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	6 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	27L	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	6212 ft / 150 ft	<b>VFR Approach/Landing:</b>	Touch and go

## 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>	

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Childress, Deborah
<b>Additional Participating Persons:</b>	RICHARD BROWN; OAKLAND , CA
<b>Original Publish Date:</b>	July 17, 2001
<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=51203">https://data.ntsb.gov/Docket?ProjectID=51203</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](#).