Aviation Investigation Final Report

Location:	OAKLAND, California	**Accident Number:**	LAX00LA137
Date & Time:	January 26, 2000, 15:35 Local	**Registration:**	N228ER
Aircraft:	Grumman American AG5B	**Aircraft Damage:**	Substantial
Defining Event:		**Injuries:**	1 None
Flight Conducted Under:	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

Certificate:	Private	**Age:**	80,Male
Airplane Rating(s):	Single-engine land	**Seat Occupied:**	Left
Other Aircraft Rating(s):	None	**Restraint Used:**	
Instrument Rating(s):	Airplane	**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 14, 1999
Occupational Pilot:	No	**Last Flight Review or Equivalent:**	
Flight Time:	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

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

Airport Information

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

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:**	

Administrative Information

Investigator In Charge (IIC):	Childress, Deborah
Additional Participating Persons:	RICHARD BROWN; OAKLAND , CA
Original Publish Date:	July 17, 2001
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=51203