



# Aviation Investigation Final Report

<b>Location:</b>	ONTARIO, Oregon	<b>Accident Number:</b>	SEA01LA020
<b>Date &amp; Time:</b>	November 16, 2000, 18:30 Local	<b>Registration:</b>	N2186A
<b>Aircraft:</b>	Piper PA-20	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Instructional		

## Analysis

The student pilot was landing the tail-wheel equipped airplane on runway 32. The airplane touched down and bounced back into the air. In an attempt to salvage the landing, the first pilot took control of the airplane. The airplane touched down a second time and bounced. The first pilot applied corrective actions, however, the airplane nosed over resulting in substantial damage to the wings and empennage. No mechanical anomalies or failures with the aircraft were reported.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: Inadequate remedial action by the first pilot. The student pilot's improper flare while landing was a factor.

## Findings

Occurrence #1: NOSE OVER  
Phase of Operation: LANDING - ROLL

### Findings

1. (F) FLARE - IMPROPER - DUAL STUDENT
2. (C) REMEDIAL ACTION - INADEQUATE - PILOT IN COMMAND

## Factual Information

On November 16, 2000, about 1830 mountain standard time, a Piper PA-20, N2186A, sustained substantial damage while landing on runway 32 at Ontario Municipal Airport, Ontario, Oregon. The aircraft is owned by the student pilot, and was being operated as an instructional flight under the provisions of Title 14, CFR Part 91, when the accident occurred. Visual meteorological conditions prevailed and no flight plan was filed. The first pilot, a commercial pilot/certified flight instructor, and the second pilot, a student pilot receiving primary instruction, were not injured. The flight originated from Nampa, Idaho, approximately 30 minutes prior to the accident.

During a telephone interview with the NTSB on April 2, 2001, the first pilot reported that he and the student pilot were conducting a night landing on runway 32. He stated that the student pilot flew the approach and made the landing, but when the airplane touched down it bounced back into the air. In an attempt to salvage the landing, the first pilot took control of the airplane. The airplane touched-down a second time and bounced. The first pilot applied corrective actions, however, the airplane nosed over resulting in substantial damage to the wings and empennage.

No mechanical anomalies or failures with the aircraft were reported.

### Pilot Information

<b>Certificate:</b>	Commercial; Flight instructor	<b>Age:</b>	66, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Right
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	Airplane multi-engine; Airplane single-engine; Instrument airplane	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical-w/ waivers/lim	<b>Last FAA Medical Exam:</b>	February 17, 1999
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	35000 hours (Total, all aircraft), 2500 hours (Total, this make and model), 32000 hours (Pilot In Command, all aircraft), 240 hours (Last 90 days, all aircraft), 60 hours (Last 30 days, all aircraft), 10 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Piper	<b>Registration:</b>	N2186A
<b>Model/Series:</b>	PA-20 PA-20	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	20-894
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	
<b>Date/Type of Last Inspection:</b>	December 23, 1999 Annual	<b>Certified Max Gross Wt.:</b>	
<b>Time Since Last Inspection:</b>	425 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	2500 Hrs	<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>		<b>Engine Model/Series:</b>	O-290-D2
<b>Registered Owner:</b>	CHAD COLTON	<b>Rated Power:</b>	135 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>	Night/dark
<b>Observation Facility, Elevation:</b>	ONO ,2193 ft msl	<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>	17:53 Local	<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	4 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	90°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30 inches Hg	<b>Temperature/Dew Point:</b>	1°C / -4°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	NAMPA , ID (S67 )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	(ONO )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	18:00 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	ONTARIO MUNICIPAL ONO	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	2193 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	32	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	4529 ft / 100 ft	<b>VFR Approach/Landing:</b>	Traffic pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	2 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>	2 None	<b>Latitude, Longitude:</b>	44.08078,-117.009239(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Hogenson, Dennis
<b>Additional Participating Persons:</b>	ROBERT L ROUNTREE; BOISE , ID
<b>Original Publish Date:</b>	July 2, 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=51344">https://data.ntsb.gov/Docket?ProjectID=51344</a>

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