



Aviation Investigation Final Report

Location:	Quinton, Virginia	Accident Number:	NYC01LA105
Date & Time:	April 20, 2001, 13:55 Local	Registration:	N20AK
Aircraft:	Cessna 337F	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The airplane was on approach to runway 28, a 3,600 foot-long, 75 foot-wide, asphalt runway. The pilot stated he encountered a "strong gust or shear," which pushed the airplane up and to the right and had almost completed the correction from the right edge of the runway to the center line, when "the bottom dropped out." The airplane bounced, began to porpoise and the right wing and front propeller contacted the runway. The airplane then veered off the right side of the runway and entered a ditch. Examination of the wreckage did not reveal any pre-impact malfunctions; nor did the pilot report any. The pilot obtained his multi-engine private pilot rating about 1 month prior to the accident. The pilot reported about 1,100 hours of total flight experience, which included 25 hours of multi-engine flight experience. Prior to the accident flight, the pilot accumulated 15 hours of flight experience in the accident airplane, all with a flight instructor. Winds reported at an airport about 11 miles west of the accident site, were from 200 degrees at 14 knots.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's improper recovery from a bounced landing. Factors in the accident were the crosswind, and the pilot's lack of experience in make and model.

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (F) WEATHER CONDITION - CROSSWIND
2. (C) RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
3. (F) LACK OF EXPERIENCE - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Factual Information

On April 20, 2001, about 1355 eastern daylight time, a Cessna 337F, N20AK, was substantially damaged while landing at the New Kent County Airport (W96), Quinton, Virginia. The certificated private pilot was not injured. Visual meteorological conditions prevailed and no flight plan was filed for the local personal flight conducted under 14 CFR Part 91.

In a written statement, the pilot said he departed runway 28, a 3,600 foot-long, 75 foot-wide, asphalt runway, and remained in the traffic pattern. The pilot had completed a full stop landing and a simulated go-around, and was on his third approach to the runway, when he encountered a "strong gust or shear," which pushed the airplane up and to the right. The pilot further stated, "I had almost completed the correction from the right edge [of the runway] to the center line when the bottom dropped out, dropping me about 10 to 12 feet to the runway..." The airplane bounced, began to porpoise, and the right wing and front propeller contacted the runway. The airplane then veered off the right side of the runway, and entered a ditch.

Examination of the wreckage by a Federal Aviation Administration (FAA) inspector did not reveal any pre-impact malfunctions; nor did the pilot report any.

According to FAA records, the pilot obtained his multi-engine private pilot rating on March 16, 2001.

The pilot reported about 1,100 hours of total flight experience, which included 25 hours of multi-engine flight experience. Prior to the accident flight, the pilot accumulated 15 hours of flight experience in the accident airplane, all with a flight instructor .

Winds reported at an airport about 11 miles west of W96, at 1354, were from 200 degrees at 14 knots.

Pilot Information

Certificate:		Age:	66, Male
Airplane Rating(s):		Seat Occupied:	Left
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):		Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	March 7, 2000
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	March 19, 2001
Flight Time:	1099 hours (Total, all aircraft), 16 hours (Total, this make and model), 1001 hours (Pilot In Command, all aircraft), 26 hours (Last 90 days, all aircraft), 12 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N20AK
Model/Series:	337F	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	33701369
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	March 12, 2001 Annual	Certified Max Gross Wt.:	4630 lbs
Time Since Last Inspection:	82 Hrs	Engines:	2 Reciprocating
Airframe Total Time:	1940 Hrs at time of accident	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	IO-360
Registered Owner:	Norman H. Valor	Rated Power:	210 Horsepower
Operator:		Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	RIC,167 ft msl	Distance from Accident Site:	9 Nautical Miles
Observation Time:	13:54 Local	Direction from Accident Site:	270°
Lowest Cloud Condition:		Visibility	10 miles
Lowest Ceiling:	Overcast / 25000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	14 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	200°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.29 inches Hg	Temperature/Dew Point:	21°C / 3°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Quinton, VA (W96)	Type of Flight Plan Filed:	None
Destination:	Quinton, VA (W96)	Type of Clearance:	None
Departure Time:	13:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	NEW KENT COUNTY W96	Runway Surface Type:	Asphalt
Airport Elevation:	123 ft msl	Runway Surface Condition:	Dry
Runway Used:	28	IFR Approach:	None
Runway Length/Width:	3600 ft / 75 ft	VFR Approach/Landing:	Traffic pattern

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:	37.503055,-77.125274

Administrative Information

Investigator In Charge (IIC):	Schiada, Luke
Additional Participating Persons:	John H Phelps; FAA/FSDO-21; Richmond, VA
Original Publish Date:	August 21, 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=52120

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](#).