



Aviation Investigation Final Report

Location:	Augusta, Maine	Accident Number:	IAD01LA105
Date & Time:	August 25, 2001, 07:25 Local	Registration:	N2009A
Aircraft:	Beech 19	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

While practicing touch-and-gos, the student pilot landed hard, the nose wheel impacted the fuselage, and the airplane slid to rest on its nose, on the remaining runway. The student pilot reported no mechanical deficiencies with the airplane. She also reported 37 hours of total flight experience, all of which were in make and model.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The student pilot's improper flare, which resulted in a hard landing.

Findings

Occurrence #1: HARD LANDING
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (C) FLARE - IMPROPER - PILOT IN COMMAND

Factual Information

On August 25, 2001, about 0725 eastern daylight time, a Beech 19, N2009A, was substantially damaged during landing at the Augusta State Airport (AUG), Augusta, Maine. The certificated student pilot was not injured. Visual meteorological conditions prevailed and no flight plan was filed for the solo instructional flight conducted under 14 CFR Part 91.

In a written statement provided to the operator, the pilot said:

"While attempting to land (flap extended, airspeed 70 final approach), the airplane porpoised and bounced during touchdown. No hurt but damaged the nose gear and the propellers."

The pilot additionally reported to the operator that there were no mechanical deficiencies with the airplane.

A Federal Aviation Administration (FAA) inspector interviewed the pilot after the accident. According to the inspector, the pilot was practicing touch-and-gos on runway 35 at AUG. During the last landing, the airplane landed hard, and the nose wheel impacted the fuselage. The airplane slid to rest, on its nose, on the remaining runway. Substantial damage was noted to the nose wheel, firewall, and underside of the fuselage. No mechanical deficiencies were observed by the inspector.

Examination of the pilot's logbook revealed she had 37 hours of total flight experience, all were in the Beech 19.

Several attempts were made to contact the pilot to obtain the NTSB Pilot/Operator Aircraft Accident Report; however, none were successful.

Weather reported at AUG, at 0653, included winds from 360 degrees at 5 knots, visibility 10 miles, and clear skies.

Student pilot Information

Certificate:	Student	Age:	60, Male
Airplane Rating(s):	None	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:	June 13, 2001
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	37 hours (Total, all aircraft), 37 hours (Total, this make and model), 1 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	Registration:	N2009A
Model/Series:	19	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal; Utility	Serial Number:	MB-898
Landing Gear Type:	Tricycle	Seats:	3
Date/Type of Last Inspection:	August 7, 2001 Annual	Certified Max Gross Wt.:	2150 lbs
Time Since Last Inspection:	5616 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	5666 Hrs at time of accident	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	O-320
Registered Owner:	Maine Instrument Flight	Rated Power:	150 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:	AUG,352 ft msl	Distance from Accident Site:	
Observation Time:	06:53 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	360°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.25 inches Hg	Temperature/Dew Point:	12°C / 6°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Augusta, ME (AUG)	Type of Flight Plan Filed:	None
Destination:	(AUG)	Type of Clearance:	None
Departure Time:	07:20 Local	Type of Airspace:	Class E

Airport Information

Airport:	Augusta State Airport AUG	Runway Surface Type:	Asphalt
Airport Elevation:	352 ft msl	Runway Surface Condition:	Dry
Runway Used:	35	IFR Approach:	None
Runway Length/Width:	5001 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:	44.320556,-69.797225

Administrative Information

Investigator In Charge (IIC):	Andrews, Jill
Additional Participating Persons:	Gary Readio; Federal Aviation Administration; Portland, ME
Original Publish Date:	August 26, 2003
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=53467

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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](#).