



Aviation Investigation Final Report

Location:	PRESCOTT, Arizona	Accident Number:	LAX02LA081
Date & Time:	February 9, 2002, 14:02 Local	Registration:	N3218N
Aircraft:	CONRAD PULSAR 582	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot landed the airplane hard on the nose landing gear, which collapsed; this was his first flight in this type of airplane. The pilot had recently purchased the airplane and this was his first flight in it. He had the previous owner sitting in the right seat for the familiarization flight. The airplane had a single control stick mounted between the two seats, and he was the sole manipulator of the controls. He took off and intended to stay in the traffic pattern to practice touch-and-go landings and reported that the winds were very gusty. On the first landing he made a short approach that was too fast. After the nose landing gear sheared off, the airplane slid across the runway before coming to rest. The pilot had about 100 hours total time in airplanes, primarily in the Cessna 182, and was flying on a student certificate without an endorsement for this airplane. The previous owner was a commercial pilot, but not a certified flight instructor.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot failed to maintain landing reference speed and aircraft control. A factor was the gusty wind conditions.

Findings

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

Findings

1. (F) WEATHER CONDITION - GUSTS
2. (C) AIRSPEED(VREF) - NOT MAINTAINED - PILOT IN COMMAND
3. (C) AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Factual Information

On February 9, 2002, at 1402 mountain standard time, an experimental Conrad Pulsar 582, N3218N, landed hard, collapsing the nose landing gear, at Prescott, Arizona. The pilot/owner was operating the airplane under the provisions of 14 CFR Part 91. The student pilot and the second pilot, who held a commercial certificate, were not injured. The airplane sustained substantial damage. The personal local flight departed Prescott about 1350. Visual meteorological conditions prevailed, and no flight plan had been filed.

The pilot stated that he had recently purchased the airplane and this was his first flight in it. He had the previous owner sitting in the right seat for the familiarization flight. The airplane had a single control stick mounted between the two seats, and he was the sole manipulator of the controls. He took off and intended to stay in the traffic patten to practice touch-and-go landings and reported that the winds were very gusty. He said that on the first landing he made a short approach that was too fast. He landed the airplane hard on the nose landing gear, which collapsed. The airplane slid across the runway before coming to rest. The pilot said he had about 100 hours total time in airplanes, primarily in the Cessna 182. This was his first flight in this type of airplane. The pilot was flying on a student pilot certificate with no endorsement for this type of airplane. The previous owner was a commercial pilot but not a certified flight instructor.

Pilot Information

Certificate:	Student	Age:	49, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	August 19, 2000
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	180 hours (Total, all aircraft)		

Other flight crew Information

Certificate:	Commercial	Age:	Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	August 1, 2000
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:			

Aircraft and Owner/Operator Information

Aircraft Make:	CONRAD	Registration:	N3218N
Model/Series:	PULSAR 582	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	3971321
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	Annual	Certified Max Gross Wt.:	980 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	350 Hrs	Engine Manufacturer:	Rotax
ELT:	Installed, not activated	Engine Model/Series:	582
Registered Owner:	ROBERT A. ELIAS	Rated Power:	66 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:	PRC,5045 ft msl	Distance from Accident Site:	
Observation Time:	14:06 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	7 knots / 15 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	40°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.34 inches Hg	Temperature/Dew Point:	9°C / -18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	PRESCOTT, AZ (PRC)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	13:50 Local	Type of Airspace:	Class D

Airport Information

Airport:	PRESCOTT PRC	Runway Surface Type:	Asphalt
Airport Elevation:	5045 ft msl	Runway Surface Condition:	Dry
Runway Used:	21R	IFR Approach:	None
Runway Length/Width:	4846 ft / 60 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	34.489997,-112.439399(est)

Administrative Information

Investigator In Charge (IIC):	Plagens, Howard
Additional Participating Persons:	BRUCE SMITH; FAA-WP-FSDO; SCOTTSDALE, AZ
Original Publish Date:	October 24, 2002
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=54183

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