



Aviation Investigation Final Report

Location:	East Moriches, New York	Accident Number:	IAD02LA030
Date & Time:	February 14, 2002, 13:30 Local	Registration:	N767PG
Aircraft:	Korsch Classic IV	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot was practicing high-speed taxi runs in an airplane he had never flown before, when it inadvertently became airborne. He continued with the takeoff, remained in the traffic pattern, and set up for a full-stop landing. During the touchdown, the airplane bounced slightly and the pilot added power to soften the bounce. The airplane became airborne again, banked to the left, and impacted the ground in a nose-low attitude. The pilot reported no mechanical deficiencies with the airplane.

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, which resulted in a loss of directional control. A contributing factor was the pilot's lack of experience in aircraft type.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (C) RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
2. (F) LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

On February 14, 2002, at 1330 eastern standard time, a homebuilt Classic IV, N767PG, was substantially damaged during landing at the Lufker Airport (O00), East Moriches, New York. The certified flight instructor received minor injuries. Visual meteorological conditions prevailed for the personal flight conducted under 14 CFR Part 91.

During a telephone interview, the pilot stated he was practicing high-speed taxi runs and testing the flaps when the airplane inadvertently became airborne. He continued with the takeoff, remained in the traffic pattern, and set up for a full-stop landing. During the touchdown, the airplane bounced slightly and the pilot added "a little power to soften the bounce." The airplane then became airborne again, banked to the left, and impacted the ground in a nose-low attitude.

The pilot stated this was the first flight of the airplane, and that there were no mechanical deficiencies. He reported 400 hours of total flight experience, none of which was in make and model.

A Federal Aviation Administration inspector performed an examination of the airplane. According to the inspector, the airplane sustained substantial damage to the engine cowling, both wings, and the landing gear. No mechanical deficiencies were observed by the inspector.

Weather reported at the Francis Gabreski Airport (FOK), West Hampton, New York, 6 miles away from the accident site, at 1353, included clear skies and wind from 200 degrees at 10 knots.

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	28, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine; Instrument airplane	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical—no waivers/lim.	Last FAA Medical Exam:	April 2, 2001
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	August 4, 2000
Flight Time:	400 hours (Total, all aircraft), 0 hours (Total, this make and model), 305 hours (Pilot In Command, all aircraft), 12 hours (Last 90 days, all aircraft), 2 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Korsch	Registration:	N767PG
Model/Series:	Classic IV	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	C9709-0206
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	Condition	Certified Max Gross Wt.:	1200 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Rotax
ELT:	Installed, not activated	Engine Model/Series:	912 UL
Registered Owner:	Peter Korsch	Rated Power:	80 Horsepower
Operator:	Vincent Whitfield	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	FOK,67 ft msl	Distance from Accident Site:	6 Nautical Miles
Observation Time:	13:53 Local	Direction from Accident Site:	80°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	200°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.39 inches Hg	Temperature/Dew Point:	0°C / -11°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	East Moriches , NY (000)	Type of Flight Plan Filed:	None
Destination:	East Moriches , NY (000)	Type of Clearance:	None
Departure Time:	13:30 Local	Type of Airspace:	Class E

Airport Information

Airport:	Lufker Airport 000	Runway Surface Type:	Grass/turf
Airport Elevation:	57 ft msl	Runway Surface Condition:	Soft
Runway Used:	360	IFR Approach:	None
Runway Length/Width:	2300 ft / 100 ft	VFR Approach/Landing:	Full stop;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	40.824722,-72.750831

Administrative Information

Investigator In Charge (IIC):	Andrews, Jill
Additional Participating Persons:	Richard Wyeroski; Federal Aviation Administration; Farmingdale, NY
Original Publish Date:	August 26, 2003
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=54188

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