



Aviation Investigation Final Report

Location:	St. George, Utah	Accident Number:	DEN02LA038
Date & Time:	March 14, 2002, 18:00 Local	Registration:	N624BC
Aircraft:	Cessna T337D	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

A witness reported seeing the airplane begin a flare at approximately 50 feet above the runway. The witness said the airplane was going slow. The airplane dropped and struck the runway. A post-accident examination of the airplane revealed no evidence of pre-impact anomalies.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's misjudged landing flare, which resulted in an inadvertent stall/mush and a hard landing.

Findings

Occurrence #1: HARD LANDING
Phase of Operation: LANDING

Findings

1. (C) FLARE - MISJUDGED - PILOT IN COMMAND
2. (F) STALL/MUSH - INADVERTENT - PILOT IN COMMAND

Factual Information

On March 14, 2002, at 1800 mountain daylight time, a Cessna T337D, N624BC, piloted by a private pilot, was substantially damaged during a hard landing on runway 34 (6,606 feet by 100 feet, dry asphalt) at the St. George Municipal Airport, St. George, Utah. Visual meteorological conditions prevailed at the time of the accident. The personal flight was operating under the provisions of Title 14 Code of Federal Regulations Part 91 without a flight plan. The pilot reported no injuries. The cross-country flight originated at Las Vegas, Nevada, at 1659, and was en route to St. George, Utah.

A witness to the accident reported that he watched the airplane begin a flare at approximately 50 feet above the runway. The witness said the airplane was going slow. The airplane dropped and struck the runway.

A post-accident examination of the airplane by the Federal Aviation Administration showed that the wheel boxes to the main landing gear and the support ribs were bent up and inward. Both blade tips to the aft propeller were curled. The front engine mount was bent. The bottom of the right vertical fin was scraped. The wing section between the fuselage and the right tail boom showed wrinkling. The cargo pod beneath the airplane's fuselage was crushed upward and splintered along both sides. Flight control continuity was confirmed. An examination of the engines, engines controls, and other airplane systems revealed no anomalies.

Repeated attempts to obtain a completed Pilot/Operator Aircraft Accident Report (NTSB Form 6120.1/2) from the pilot were unsuccessful.

Pilot Information

Certificate:	Private	Age:	39, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	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 Unknown	Last FAA Medical Exam:	January 26, 2000
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	900 hours (Total, all aircraft), 500 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N624BC
Model/Series:	T337D	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	337-1025
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:		Certified Max Gross Wt.:	4500 lbs
Time Since Last Inspection:		Engines:	2 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	IO-520
Registered Owner:	Craig A. Loe	Rated Power:	285 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:	SGU,2941 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	17:55 Local	Direction from Accident Site:	340°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	10 knots / 20 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	90°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.88 inches Hg	Temperature/Dew Point:	5°C / -14°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Las Vegas, NV (VGT)	Type of Flight Plan Filed:	None
Destination:	St. George, UT (SGU)	Type of Clearance:	None
Departure Time:	16:59 Local	Type of Airspace:	Class E

Airport Information

Airport:	St. George Municipal Airport SGU	Runway Surface Type:	Asphalt
Airport Elevation:	2941 ft msl	Runway Surface Condition:	Dry
Runway Used:	34	IFR Approach:	None
Runway Length/Width:	6606 ft / 100 ft	VFR Approach/Landing:	Full stop;Straight-in

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:	37.088054,-113.591941

Administrative Information

Investigator In Charge (IIC):	Bowling, David
Additional Participating Persons:	Brian Neville; Federal Aviation Administration; Salt Lake City, UT
Original Publish Date:	September 20, 2002
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=54537

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