



Aviation Investigation Final Report

Location:	Flemingsburg, Kentucky	Accident Number:	NYC02LA183
Date & Time:	September 6, 2002, 14:05 Local	Registration:	N582RR
Aircraft:	Royse Glasair	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Fatal, 1 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

Prior to the accident flight, the pilot had never landed the accident airplane. To familiarize himself with the airplane, the pilot had read the aircraft manuals and completed several high-speed taxis. During the final approach, the airplane was about 10 knots too fast. The airplane touched down about 2,000 feet beyond the approach end of the 5,001-foot long runway, and porpoised. The pilot then applied forward pressure on the yoke, and added power. However, the airplane was not aligned with the runway centerline, and it veered left onto the grass. The pilot then applied heavy braking, and the airplane skidded on the grass, nosed over, and came to rest inverted at the bottom of a 40-foot embankment.

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 control on the ground. A factor was the pilot's lack of experience in the type of aircraft.

Findings

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

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: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING

Findings

3. TERRAIN CONDITION - DROP-OFF/DESCENDING EMBANKMENT

Occurrence #3: NOSE OVER
Phase of Operation: LANDING

Factual Information

On September 6, 2002, about 1405 eastern daylight time, an amateur built Glasair, N582RR, was substantially damaged while landing at Fleming-Mason Airport (FGX), Flemingsburg, Kentucky. The certificated airline transport pilot was fatally injured, and the passenger sustained minor injuries. Visual meteorological conditions prevailed and no flight plan was filed for the local personal flight conducted under 14 CFR Part 91.

The passenger owned the airplane, and was a certificated private pilot. The passenger stated that the pilot was his brother-in-law, and had flown several different transport category aircraft for airlines and companies. However, the pilot had not landed the accident airplane prior to the accident. Before the flight, the pilot had familiarized himself with the airplane, and had completed many high-speed taxis.

The pilot and passenger tookoff from FGX about 1330, and flew over the local area for approximately 30 minutes. The pilot then flew the traffic pattern for runway 07, and was about 10 knots fast on final approach. The airplane touched down about 2,000 feet beyond the approach end of the 5,001-foot long runway, and "porpoised." The pilot applied forward pressure on the yoke, and added "a little power." The airplane was not aligned with the runway centerline, and veered left onto the grass. The pilot then "locked the brakes," and the airplane skidded on the grass, nosed over, and came to rest inverted at the bottom of a 40-foot embankment.

The pilot's most recent Federal Aviation Administration (FAA) first class medical certificate was issued on June 11, 2002. At that time, the pilot reported a total flight experience of 9,960 hours.

Toxicological testing was conducted on the pilot at the FAA Toxicology Accident Research Laboratory, Oklahoma City, Oklahoma.

Examination of the wreckage by an FAA inspector did not reveal any pre-impact mechanical malfunctions, nor did the passenger report any.

The reported wind at an airport approximately 40 miles southwest of the accident site, at 1354, was from 170 degrees at 5 knots.

Pilot Information

Certificate:	Airline transport	Age:	48, Male
Airplane Rating(s):	Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Instrument airplane	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	June 11, 2002
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	9960 hours (Total, all aircraft), 0 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Royse	Registration:	N582RR
Model/Series:	Glasair	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	582R
Landing Gear Type:	Retractable - Tricycle	Seats:	2
Date/Type of Last Inspection:	July 10, 2002 100 hour	Certified Max Gross Wt.:	1800 lbs
Time Since Last Inspection:	3 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	600 Hrs at time of accident	Engine Manufacturer:	Lycoming
ELT:	Not installed	Engine Model/Series:	O-320
Registered Owner:	Ralph L Royse	Rated Power:	160 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:	LEX,979 ft msl	Distance from Accident Site:	40 Nautical Miles
Observation Time:	13:54 Local	Direction from Accident Site:	225°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	170°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.07 inches Hg	Temperature/Dew Point:	33°C / 10°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Flemingsburg, KY (FGX)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	13:30 Local	Type of Airspace:	Class G

Airport Information

Airport:	Fleming-Mason Airport FGX	Runway Surface Type:	Asphalt
Airport Elevation:	913 ft msl	Runway Surface Condition:	Dry
Runway Used:	07	IFR Approach:	None
Runway Length/Width:	5001 ft / 75 ft	VFR Approach/Landing:	Full stop;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Fatal, 1 Minor	Latitude, Longitude:	38.541942,-83.743331

Administrative Information

Investigator In Charge (IIC): Gretz, Robert

Additional Participating Persons: Joe Keating; Louisville, KY

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Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=55640>

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](#).