



Aviation Investigation Final Report

Location:	Foxworth, Mississippi	Accident Number:	MIA03LA014
Date & Time:	November 10, 2002, 10:15 Local	Registration:	N990PT
Aircraft:	Pilatus PC-12/45	Aircraft Damage:	Substantial
Defining Event:		Injuries:	6 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

According to the pilot, landing at the airstrip requires a steeper approach than standard. During approach to the strip's runway 27, he encountered a wind gust that caused a rapid descent and stick shaker activation. The aircraft sustained a hard, bounced landing, and the pilot's go-around attempt resulted in a loss of control during the bounce that resulted in a landing off the right side of the runway, into brush and trees. The pilot and five passengers were not injured, but the aircraft received substantial damage to the right wing.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilots failure to properly recover from a stalled/mush/high sink rate condition during an approach and attempted aborted landing into a gusting crosswind, resulting in a hard touchdown, bounced landing, loss of directional control and in-flight collision with adjacent brush and trees.

Findings

Occurrence #1: HARD LANDING
Phase of Operation: LANDING - ABORTED

Findings

1. WEATHER CONDITION - CROSSWIND
2. WEATHER CONDITION - GUSTS

- 3. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
- 4. STALL/MUSH - ENCOUNTERED - PILOT IN COMMAND

Occurrence #2: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: LANDING - ABORTED

Findings

- 5. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
- 6. RECOVERY FROM BOUNCED LANDING - INADEQUATE - PILOT IN COMMAND

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

Findings

- 7. TERRAIN CONDITION - HIGH VEGETATION

Factual Information

On November 10, 2002, about 1015 central standard time, a Pilatus PC-12/45, N990PT, registered to Taylor Energy Co., operating as a Title 14 CFR Part 91 personal flight, crashed while attempting a landing in the vicinity of Foxworth, Mississippi. Visual meteorological conditions prevailed, and no flight plan was filed. The aircraft received substantial damage, and the commercial-rated pilot and five passengers were not injured. The flight departed McComb, Mississippi, about 20 minutes before the accident.

According to the pilot, he was attempting a landing at a private airstrip named Circle Bar Ranch. Prior to attempting landing on the strip's runway 27, he obtained surface weather and winds from the closest reporting station, McComb, Mississippi. At 0930, the reported ceiling at McComb was 2,000 feet broken clouds with winds from 210 degrees at 12, gusting to 18 knots. The pilot stated he had landed at the airstrip numerous times, and had observed the runway windsock prior to the accident. He was carrying 5 to 10 knots extra approach speed, but when the aircraft was about 30 feet above the runway, the aircraft encountered a strong gust or wind shear that caused the aircraft to descend rapidly and the cockpit stick shaker to activate. He applied power to attempt a go-around, but a hard touchdown resulted, causing a bounced landing, a roll to the right, and a loss of directional control off the right side of the runway. The aircraft collided with trees and brush adjacent to the runway. The pilot reported that no malfunctions of the aircraft during the approach occurred.

According to an FAA inspector, the runway is 40 feet wide by 2,400 feet long, and the windsock is located at the departure end of runway 27. He noted that the approach end of runway 27 actually begins inside a cut out area of the tree line and a standard glide path brings the aircraft too close to the tree tops. The pilot stated, "The approach needed to land is steeper than most public airports due to the trees." The aircraft sustained crushing of the right wing outer panel and spar extension about 3 to 4 feet inboard of the right wingtip.

No convective activity was reported at either McComb or Hattiesburg's closest (to the time of the accident) reported weather reports that might have caused wind gust-front activity. The winds reported by McComb, (29 miles west of the airstrip) were from 220 degrees at 12 knots, gusting to 23 knots. The winds reported by Hattiesburg, (31 miles east-northeast of the airstrip) were from 210 degrees at 12 knots, gusting to 22 knots.

Pilot Information

Certificate:	Commercial	Age:	39,Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	March 22, 2002
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	January 15, 2002
Flight Time:	1592 hours (Total, all aircraft), 211 hours (Total, this make and model), 990 hours (Pilot In Command, all aircraft), 65 hours (Last 90 days, all aircraft), 13 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Pilatus	Registration:	N990PT
Model/Series:	PC-12/45	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	304
Landing Gear Type:	Retractable - Tricycle	Seats:	8
Date/Type of Last Inspection:	June 24, 2002 Annual	Certified Max Gross Wt.:	9921 lbs
Time Since Last Inspection:	85.9 Hrs	Engines:	1 Turbo prop
Airframe Total Time:	910.4 Hrs at time of accident	Engine Manufacturer:	Pratt & Whitney Canada
ELT:	Installed, not activated	Engine Model/Series:	PT6-67B
Registered Owner:	Taylor Energy Co.	Rated Power:	1600 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:	HBG,298 ft msl	Distance from Accident Site:	28 Nautical Miles
Observation Time:	09:53 Local	Direction from Accident Site:	70°
Lowest Cloud Condition:	Scattered / 2400 ft AGL	Visibility	10 miles
Lowest Ceiling:	Broken / 3200 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	12 knots / 22 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	210°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.8 inches Hg	Temperature/Dew Point:	27°C / 22°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	McComb, MS (MCB)	Type of Flight Plan Filed:	None
Destination:	Foxworth, MS	Type of Clearance:	VFR
Departure Time:	09:55 Local	Type of Airspace:	Class E

Airport Information

Airport:	Circle Bar Ranch	Runway Surface Type:	Asphalt
Airport Elevation:	400 ft msl	Runway Surface Condition:	Dry
Runway Used:	27	IFR Approach:	None
Runway Length/Width:	2400 ft / 40 ft	VFR Approach/Landing:	Full stop;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	5 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	6 None	Latitude, Longitude:	31.294721,-89.987777

Administrative Information

Investigator In Charge (IIC): Stone, Alan

Additional Participating Persons: Douglas B Smyly; FAA FSDO; Jackson, MS

Original Publish Date: April 1, 2003

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=56033>

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