



# Aviation Investigation Final Report

<b>Location:</b>	Gooding, Idaho	<b>Accident Number:</b>	SEA03CA119
<b>Date &amp; Time:</b>	June 27, 2003, 12:30 Local	<b>Registration:</b>	N2825X
<b>Aircraft:</b>	Cessna P206	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	4 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The pilot reported that he inadvertently took off with a tow bar still attached to the airplane's nose gear. The pilot subsequently returned to the airport for landing. The pilot reported that during the landing the airplane touched down and bounced back into the air. When it touched down a second time the nose gear collapsed resulting in substantial damage to the fuselage.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: Improper flare while landing. Factors include inadequate preflight preparation and a tow bar that had not been removed prior to the flight.

## Findings

Occurrence #1: HARD LANDING  
Phase of Operation: LANDING

### Findings

1. RECOVERY FROM BOUNCED LANDING - INADEQUATE - PILOT IN COMMAND
  2. (C) FLARE - INADEQUATE - PILOT IN COMMAND
  3. (F) MISC EQPT/FURNISHINGS, TOW BAR - NOT REMOVED
  4. (F) PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
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Occurrence #2: NOSE GEAR COLLAPSED  
Phase of Operation: LANDING

## Factual Information

On June 27, 2003, about 1230 mountain daylight time, a Cessna P206, N2825X, sustained substantial damage subsequent to a bounced landing on runway 25 at the Gooding Municipal Airport, Gooding, Idaho. The airplane is owned by the pilot, and was being operated as a visual flight rules (VFR) cross-country flight under the provisions of Title 14, CFR Part 91. The private pilot and three passengers aboard the airplane were not injured. Visual meteorological conditions prevailed, and no flight plan was filed for the flight. The flight originated from Gooding, 15 minutes prior to the accident. The pilot's planned destination was Mount Vernon, Washington.

During a telephone interview and subsequent written statement, the pilot reported that he inadvertently took off with a tow bar still attached to the airplane's nose gear. The pilot subsequently returned to the airport for landing. The pilot reported that during the landing the airplane touched down and bounced back into the air. When it touched down a second time the nose gear collapsed resulting in substantial damage to the fuselage.

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	39, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	
<b>Instructor Rating(s):</b>		<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3	<b>Last FAA Medical Exam:</b>	February 5, 2003
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	197 hours (Total, all aircraft), 137 hours (Total, this make and model)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N2825X
<b>Model/Series:</b>	P206	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	P206-0025
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	
<b>Date/Type of Last Inspection:</b>		<b>Certified Max Gross Wt.:</b>	3300 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	Continental
<b>ELT:</b>		<b>Engine Model/Series:</b>	IO-520
<b>Registered Owner:</b>	Oren H. Devries	<b>Rated Power:</b>	
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>		<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>		<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>		<b>Visibility</b>	
<b>Lowest Ceiling:</b>		<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	/	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>		<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>		<b>Temperature/Dew Point:</b>	
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	GOODING, ID (GNG )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Gooding , ID (GNG )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>		<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	GOODING MUNI GNG	<b>Runway Surface Type:</b>	
<b>Airport Elevation:</b>		<b>Runway Surface Condition:</b>	
<b>Runway Used:</b>	25	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>		<b>VFR Approach/Landing:</b>	

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	3 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	
<b>Total Injuries:</b>	4 None	<b>Latitude, Longitude:</b>	42.916942,-114.764999

## Administrative Information

**Investigator In Charge (IIC):** Hogenson, Dennis

**Additional Participating Persons:**

**Original Publish Date:** November 25, 2003

**Last Revision Date:**

**Investigation Class:** [Class](#)

**Note:** This accident report documents the factual circumstances of this accident as described to the NTSB.

**Investigation Docket:** <https://data.nts.gov/Docket?ProjectID=57351>

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