Aviation Investigation Final Report

Location:	Ocala, Florida	**Accident Number:**	MIA05CA092
Date & Time:	April 13, 2005, 13:58 Local	**Registration:**	N463DA
Aircraft:	Cessna 337 B	**Aircraft Damage:**	Substantial
Defining Event:		**Injuries:**	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot stated that during the engine run up check he discovered the rear engine shutdown. He restarted the rear engine, leaned the fuel mixture and performed a magneto check. He taxied to the hold short line for runway 26, then announced his departure on the airport Unicom frequency and positioned the airplane onto the runway. He partially advanced the rear engine throttle and the airplane moved forward. He heard an aircraft reporting final and was not certain if the broadcast was for runway 26 or 36. Not certain for which runway, he advanced both throttles forward. The airplane accelerated to 70 knots and was about 1,000 feet down the runway when he rotated. The airplane lifted off the ground; however the airplane did not accelerate. He glanced inside the cockpit and saw the fuel mixtures were not full forward. He advanced the mixtures and looked outside of the cockpit. The airplane was about 2/3 down and about 100 feet above the runway. He elected to abort the takeoff at that point. He retarded the throttles, selected the flaps full up to get airplane on its wheels, as soon as the wheels touched down, the airplane slammed into the ground at a nose high attitude. He believes the airplane bounced once coming to rest on its nose and propeller in the dirt; about 50 feet from the left edge and 500 feet past the end of the runway. He secured the airplane and exited through the enter door. The pilot stated there were no mechanical failures or malfunctions to the airplane or any of its systems prior to the accident. Runway 26 at the Ocala International Airport is published 3,010 foot long runway.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's improper landing flare during an aborted takeoff, which resulted in a hard landing and damage to the airplane.

Findings

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

Findings
1. (C) FLARE - IMPROPER - PILOT IN COMMAND

Factual Information

On April 13, 2005, about 1358 eastern daylight time, a Cessna 337, N463DA, registered to Datum Earth Aerial Surveys and operated by a private individual, as a Title 14 CFR Part 91 personal flight, landed hard during an aborted takeoff at the Ocala International Airport, Ocala, Florida. Visual meteorological conditions prevailed and no flight plan was filed. The commercial-rated pilot received no injuries and the airplane incurred substantial damage. The flight was originating at the time.

The pilot stated he checked the oil levels in the engines and sumped the fuel on the accident airplane before starting the front engine and taxied from the parking space. He later started the rear engine on the taxiway. During the engine run up check he discovered the rear engine shutdown. He restarted the rear engine, leaned the fuel mixture and performed a magneto check. He taxied to the hold short line for runway 26 and announced his departure on the airport unicom frequency, then advanced onto the runway. He partially advanced the rear engine throttle, the aircraft moved forward. He heard an aircraft reporting final and was not certain if the broadcast was for runway 26 or 36. Not certain for which runway, he advanced both throttles forward. The airplane accelerated to 70 knots and was about 1,000 feet down the runway when he rotated. The airplane lifted off the ground; however the airplane did not accelerate. He glanced inside the cockpit and saw the fuel mixtures were not full forward. He advanced the mixtures and looked outside of the cockpit. The airplane was about 2/3 down and about 100 feet above the runway. He elected to abort the takeoff at that point. He retarded the throttles and selected the flaps full up to get the airplane on its wheels, as soon as it touched down, the airplane "slammed" into the ground at a slightly nose high attitude. The airplane bounced once coming to rest on its nose and propeller in the dirt; about 50 feet from the left edge and 500 feet past the end of the runway. He secured the airplane and exited through the enter door. The pilot stated there were no mechanical failures or malfunctions to the airplane or any of its systems prior to the accident. Runway 26 at the Ocala International Airport is published 3,010 foot long runway.

Pilot Information

Certificate:	Commercial	**Age:**	60,Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	**Seat Occupied:**	
Other Aircraft Rating(s):	None	**Restraint Used:**	
Instrument Rating(s):	Airplane	**Second Pilot Present:**	
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine	**Toxicology Performed:**	No
Medical Certification:	Class 2	**Last FAA Medical Exam:**	November 4, 2004
Occupational Pilot:		**Last Flight Review or Equivalent:**	
Flight Time:	11621 hours (Total, all aircraft), 1200 hours (Total, this make and model), 16 hours (Last 90 days, all aircraft), 3 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	**Registration:**	N463DA
Model/Series:	337 B	**Aircraft Category:**	Airplane
Year of Manufacture:		**Amateur Built:**	
Airworthiness Certificate:	Normal	**Serial Number:**	M337-0325
Landing Gear Type:	Retractable - Tricycle	**Seats:**	
Date/Type of Last Inspection:		**Certified Max Gross Wt.:**	
Time Since Last Inspection:		**Engines:**	2 Reciprocating
Airframe Total Time:		**Engine Manufacturer:**	Continental
ELT:		**Engine Model/Series:**	IO-360-d
Registered Owner:	George C. Keeler	**Rated Power:**	
Operator:		**Operating Certificate(s) Held:**	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	**Condition of Light:**	Day
Observation Facility, Elevation:	KOFC	**Distance from Accident Site:**	
Observation Time:	13:55 Local	**Direction from Accident Site:**	
Lowest Cloud Condition:	Clear	**Visibility**	10 miles
Lowest Ceiling:	None	**Visibility (RVR):**	
Wind Speed/Gusts:	14 knots / 19 knots	**Turbulence Type Forecast/Actual:**	/
Wind Direction:	260°	**Turbulence Severity Forecast/Actual:**	/
Altimeter Setting:	29.78 inches Hg	**Temperature/Dew Point:**	26°C / 5°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Ocala, FL (OCF)	**Type of Flight Plan Filed:**	VFR
Destination:	Ocala, FL (OCF)	**Type of Clearance:**	Traffic advisory
Departure Time:		**Type of Airspace:**	Class E

Airport Information

Airport:	Ocala International -JimTaylor OCF	**Runway Surface Type:**	
Airport Elevation:		**Runway Surface Condition:**	
Runway Used:	26	**IFR Approach:**	None
Runway Length/Width:		**VFR Approach/Landing:**	

Wreckage and Impact Information

Crew Injuries:	1 None	**Aircraft Damage:**	Substantial
Passenger Injuries:		**Aircraft Fire:**	None
Ground Injuries:	N/A	**Aircraft Explosion:**	
Total Injuries:	1 None	**Latitude, Longitude:**	29.176389,-82.229164

Administrative Information

Investigator In Charge (IIC):	Obregon, Jose
Additional Participating Persons:	
Original Publish Date:	July 7, 2005
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.ntsb.gov/Docket?ProjectID=61332

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.