



Aviation Investigation Final Report

Location:	Marsing, Idaho	Accident Number:	SEA05LA134
Date & Time:	June 28, 2005, 10:25 Local	Registration:	N58LD
Aircraft:	Jones Long EZ	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Fatal, 1 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot was performing a landing, and as he crossed the end of the runway he slowed the airplane and then stalled it. The passenger said that "he felt the bottom drop out and he knew they were going to bounce." He said that the airplane landed hard, and bounced up and drifted to the left. When it came down the second time, the left main wheel was off the runway in soft dirt, further pulling the airplane left. He said the pilot applied power "in an attempt to go around." Subsequently the airplane struck a perpendicular taxiway with a drainage culvert through it, which separated the main landing gear from the fuselage. The airplane proceeded forward and struck a second taxiway, badly damaging the nose of the fuselage. The pilot was fatally injured.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to maintain airspeed during landing, and his subsequent delay in attempting a recovery from a bounced landing. A contributing factor was the taxiway berm.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

1. (C) AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
2. STALL - INADVERTENT - PILOT IN COMMAND
3. (C) RECOVERY FROM BOUNCED LANDING - DELAYED - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER

Phase of Operation: LANDING - ROLL

Findings

4. (F) TERRAIN CONDITION - BERM

Factual Information

On June 28, 2005, at approximately 1025 mountain daylight time, a Jones Long EZ, amateur built experimental aircraft, N58LD, was substantially damaged during a landing attempt at Sunrise Skypark Airport, Marsing, Idaho. The private pilot was fatally injured and his passenger received minor injuries. The pilot/owner was conducting the flight under Title 14 CFR Part 91. Visual meteorological conditions prevailed for the local personal flight which had originated approximately 25 minutes before the accident. A flight plan had not been filed.

The passenger said that the pilot was performing a landing on runway 30. He said that as they crossed the "numbers" the airplane's speed slowed, and the airplane stalled. The passenger said that "he felt the bottom drop out and he knew they were going to bounce." He said that the airplane landed hard, and bounced up and drifted to the left. When it came down the second time, the left main wheel was off the runway in soft dirt, further pulling the airplane left. He said the pilot applied power "in an attempt to go around." Subsequently the airplane struck a perpendicular taxiway with a drainage culvert through it, which separated the main landing gear from the fuselage. The airplane proceeded forward and struck a second taxiway, badly damaging the nose of the fuselage.

The pilot built the airplane in 1988; he had accumulated approximately 258 hours of flight time in the aircraft.

The Owyhee County Coroner, from Murphy, Idaho, ordered an autopsy to be done on the pilot, which was completed on June 29, 2005, in Nampa, Idaho. The Forensic Pathologist that performed the autopsy determined that the cause of death was due to an aviation accident. The Federal Aviation Administration's Civil Aeromedical Institute (CAMI) in Oklahoma City, Oklahoma, performed toxicology test on the pilot. According to CAMI's report (#200500146001), the blood and vitreous samples that were tested for carbon monoxide, cyanide, and volatiles (ethanol) found negative results. The blood and urine were tested for drugs and found Atenolol, the generic name for Tenormin. The Physicians Desk Reference states that "Tenormin, a type of medication known as a beta blocker, is used in the treatment of high blood pressure, angina pectoris, and heart attack."

Pilot Information

Certificate:	Private	Age:	68, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	Yes
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	February 1, 2004
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	3650 hours (Total, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Jones	Registration:	N58LD
Model/Series:	Long EZ	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	1696
Landing Gear Type:	Retractable - Tricycle	Seats:	2
Date/Type of Last Inspection:		Certified Max Gross Wt.:	1325 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Lycoming
ELT:		Engine Model/Series:	O-235
Registered Owner:	David W. Jones	Rated Power:	115 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:	EUL,2429 ft msl	Distance from Accident Site:	15 Nautical Miles
Observation Time:	10:35 Local	Direction from Accident Site:	340°
Lowest Cloud Condition:	Thin Overcast / 6000 ft AGL	Visibility	10 miles
Lowest Ceiling:	Overcast / 6000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	320°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.96 inches Hg	Temperature/Dew Point:	17°C / 11°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Caldwell, ID (EUL)	Type of Flight Plan Filed:	None
Destination:	Marsing, ID (ID40)	Type of Clearance:	Unknown
Departure Time:	10:10 Local	Type of Airspace:	

Airport Information

Airport:	Sunrise Skypark Airport ID40	Runway Surface Type:	Asphalt
Airport Elevation:	2240 ft msl	Runway Surface Condition:	Dry
Runway Used:	30	IFR Approach:	Unknown
Runway Length/Width:	2897 ft / 40 ft	VFR Approach/Landing:	Full stop

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:	43.417778,-116.706108

Administrative Information

Investigator In Charge (IIC):	Struhsaker, James
Additional Participating Persons:	Clifford H Smart; FAA FSDO; Boise, ID
Original Publish Date:	February 28, 2006
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=61826

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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](#).