



Aviation Investigation Final Report

Location:	Athens, Tennessee	Accident Number:	ATL05CA119
Date & Time:	June 19, 2005, 14:00 Local	Registration:	N10KS
Aircraft:	Globe GC-1B	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot was attempting a routine landing, at McMinn County Airport when the accident occurred. The pilot was approximately 15 feet above the runway when he began his flare. He then nosed his plane down and forced a landing touching down on his main gear. The pilot stated that he "landed very hard" he then taxied to the hangar. Post examination of the airplane revealed flight surfaces were intact. The airplane had damage to its center section of the airframe, and some rivet heads were detached. The pilot did not report a mechanical problem with the airplane.

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, which resulted in a hard landing.

Findings

Occurrence #1: HARD LANDING
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

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

Factual Information

On June 19, 2005, approximately 1400 eastern daylight time, a Globe Swift GC-1B airplane, N10KS, owned and operated by a private owner, collided with the runway during a landing at McMinn County Airport, in Athens, Tennessee. The personal flight was operated under the provisions of Title 14 CFR Part 91 with no flight plan filed. Visual meteorological conditions prevailed. The private pilot received minor injuries, and the airplane sustained substantial damage. The flight departed McMinn County Airport at approximately 1330, June 19, 2005.

The pilot was attempting a routine landing on runway 02 when the accident occurred. The pilot reported that the airplane was approximately 15 feet above the runway when he began his flare. The pilot then nosed the airplane down and forced a landing, touching down on the main landing gear. The pilot stated that the airplane "landed very hard" and he then taxied the airplane to the hanger.

The post-accident examination of the airplane revealed flight surfaces were intact. The airplane had damage to the center section of the airframe, and some rivet heads were detached. The pilot did not report a mechanical problem with the airplane.

This was the pilot's first flight within the last 90 days, and he only had about 25 hours of dual time in a tail-wheel airplane.

Pilot Information

Certificate:	Private	Age:	55, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	December 1, 2003
Occupational Pilot:	No	Last Flight Review or Equivalent:	February 1, 2005
Flight Time:	1036 hours (Total, all aircraft), 32 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Globe	Registration:	N10KS
Model/Series:	GC-1B	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	388
Landing Gear Type:	Retractable - Tailwheel	Seats:	2
Date/Type of Last Inspection:	January 1, 2005 Annual	Certified Max Gross Wt.:	1710 lbs
Time Since Last Inspection:	32 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2455 Hrs at time of accident	Engine Manufacturer:	Continental
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O300-B
Registered Owner:	James E Heathfield	Rated Power:	145 Horsepower
Operator:	James Heathfield	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:		Visibility	
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:			
Departure Point:	Athens , TN (KMMI)	Type of Flight Plan Filed:	None
Destination:	Athens , TN (KMMI)	Type of Clearance:	None
Departure Time:	13:30 Local	Type of Airspace:	

Airport Information

Airport:	McMinn County Airport MMI	Runway Surface Type:	Asphalt
Airport Elevation:		Runway Surface Condition:	Dry
Runway Used:	2	IFR Approach:	None
Runway Length/Width:	5000 ft / 75 ft	VFR Approach/Landing:	Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	35.39722,-84.5625

Administrative Information

Investigator In Charge (IIC):	Powell, Phillip
Additional Participating Persons:	Gary Sigvaldsen; Nashville
Original Publish Date:	September 13, 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.nts.gov/Docket?ProjectID=61930

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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](#).