



Aviation Investigation Final Report

Location:	Canton, Ohio	Accident Number:	CHI06CA079
Date & Time:	February 4, 2006, 18:35 Local	Registration:	N755PG
Aircraft:	Socata TBM 700	Aircraft Damage:	Substantial
Defining Event:		Injuries:	4 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The airplane sustained substantial damage to the wing during a hard landing. The pilot reported that the landing gear was down and that all three landing gear indicator lights were green. He reported, "The landing was a bit harder than normal, but not jolting." A post inspection of the airplane revealed fuel leaking from the left wing and a "minor distortion" to the wing. Maintenance personnel reported the wing sustained substantial damage.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot failed to flare the airplane properly.

Findings

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

Findings

1. (C) FLARE - IMPROPER - PILOT IN COMMAND
2. TERRAIN CONDITION - GROUND

Factual Information

The airplane sustained substantial damage to the wing during a hard landing. The pilot reported that the landing gear were down and that all three landing gear indicator lights were green. He reported, "The landing was a bit harder than normal, but not jolting." A post inspection of the airplane revealed fuel leaking from the left wing and a "minor distortion" to the wing. Maintenance personnel reported the wing sustained substantial damage.

Pilot Information

Certificate:	Commercial; Private	Age:	47, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	
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	Last FAA Medical Exam:	January 1, 2005
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	1560 hours (Total, all aircraft), 86 hours (Total, this make and model), 10 hours (Last 90 days, all aircraft), 1 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Socata	Registration:	N755PG
Model/Series:	TBM 700	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	001
Landing Gear Type:	Retractable - Tricycle	Seats:	
Date/Type of Last Inspection:		Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Turbo prop
Airframe Total Time:		Engine Manufacturer:	Pratt & Whitney Canada
ELT:		Engine Model/Series:	PT6A
Registered Owner:	RLRP, LLC	Rated Power:	
Operator:		Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Dusk
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:	Mansfield, OH (MFD)	Type of Flight Plan Filed:	IFR
Destination:	Morristown, NJ (MMU)	Type of Clearance:	IFR
Departure Time:	18:00 Local	Type of Airspace:	

Airport Information

Airport:	Akron-Canton CAK	Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	23	IFR Approach:	ILS
Runway Length/Width:		VFR Approach/Landing:	

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	3 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	
Total Injuries:	4 None	Latitude, Longitude:	40.91611,-81.448059

Administrative Information

Investigator In Charge (IIC): Silliman, James

Additional Participating Persons:

Original Publish Date: June 28, 2006

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=63309>

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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](#).