



Aviation Investigation Final Report

Location:	Hammond, Louisiana	Accident Number:	DFW06LA097
Date & Time:	April 7, 2006, 15:00 Local	Registration:	N724TL
Aircraft:	Rocket Flyers Turbine Legend	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Serious
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The single-engine turbo-prop powered experimental airplane experienced a hard landing during a forced landing following a reported loss of engine power. While approaching to land, the airplane's nose landing gear would not extend. The 23,240-hour airline transport rated pilot departed the traffic pattern and repeatedly attempted to extend the nose landing gear to no avail. The pilot then elected to return to the airport with the intention of touching down on the airplane's main landing gear in an attempt to jar the nose landing gear down. While on final approach, at an altitude of 100 to 200 feet above ground level (AGL), the engine reportedly lost complete power. The pilot elected to execute a forced landing to a field short of the airport. The reason for the reported loss of engine power and failure of the nose landing gear to extend could not be determined.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The reported loss of engine power for undetermined reasons. A contributing factor was the lack of suitable terrain for the forced landing.

Findings

Occurrence #1: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation: APPROACH

Findings

1. GEAR EXTENSION - NOT SUCCESSFUL - PILOT IN COMMAND

Occurrence #2: LOSS OF ENGINE POWER

Phase of Operation: APPROACH

Findings

2. (C) REASON FOR OCCURRENCE UNDETERMINED

Occurrence #3: FORCED LANDING

Phase of Operation: EMERGENCY LANDING

Occurrence #4: HARD LANDING

Phase of Operation: EMERGENCY LANDING

Findings

3. (F) TERRAIN CONDITION - NONE SUITABLE

Factual Information

On April 7, 2006, about 1500 central daylight time, a single-engine Rocket Flyers Turbine Legend turbo-prop experimental airplane, N724TL, was substantially damaged during a forced landing following a loss of engine power while on final approach to the Hammond Regional Airport (HDC), near Hammond, Louisiana. The airline transport rated pilot, sole occupant of the experimental airplane, was seriously injured. The airplane was registered to Rocket Flyers LLC and operated by the pilot. Visual meteorological conditions prevailed and an instrument flight rules (IFR) flight plan was filed for the 14 Code of Federal Regulations Part 91 personal flight. The cross-country flight originated from the DeLand Municipal Airport (DED), near DeLand, Florida, with Austin-Bergstrom International Airport (AUS), near Austin, Texas, as the final destination.

According to the 23,240-hour pilot, while approaching HDC to land, the airplane's nose landing gear would not extend. The pilot departed the traffic pattern to attempt to extend the nose landing gear to no avail. The pilot then elected to return to the airport with the intention of touching down on the airplane's main landing gear in an attempt "to jar the nose landing gear down." While on final approach for Runway 18, while at 100 to 200 feet above ground level (AGL), the engine reportedly lost complete power. The pilot elected to land in an open field short of the airport. The airplane landed hard before coming to rest in an upright position.

A Federal Aviation Administration inspector responded to the accident site and reported that the airplane's lower fuselage and wings sustained structural damage. According to the inspector, the reason for the reported loss of engine power could not be determined. The airplane was powered by a single 725-horsepower Walter 601D engine.

The pilot further reported that maintenance personnel had reinstalled the cowling prior to the accident flight. He suspected that the cowling was installed incorrectly which resulted in the failure of the nose landing gear to extend. When asked how this accident could have been prevented, the pilot stated that "one would consider a more thorough pre-flight."

Pilot Information

Certificate:	Airline transport; Commercial; Flight engineer	Age:	59, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Front
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 1 Without waivers/limitations	Last FAA Medical Exam:	March 1, 2006
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	March 1, 2006
Flight Time:	23240 hours (Total, all aircraft), 120 hours (Total, this make and model), 14000 hours (Pilot In Command, all aircraft), 210 hours (Last 90 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Rocket Flyers	Registration:	N724TL
Model/Series:	Turbine Legend	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	7
Landing Gear Type:	Retractable - Tricycle	Seats:	2
Date/Type of Last Inspection:	April 1, 2006 Continuous airworthiness	Certified Max Gross Wt.:	3588 lbs
Time Since Last Inspection:		Engines:	1 Turbo prop
Airframe Total Time:	120 Hrs at time of accident	Engine Manufacturer:	Walter
ELT:	Installed, not activated	Engine Model/Series:	601D
Registered Owner:	Rocket Flyers LLC	Rated Power:	725 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:	KHDC,46 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	15:04 Local	Direction from Accident Site:	180°
Lowest Cloud Condition:	Scattered / 4700 ft AGL	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	15 knots / 22 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	190°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.78 inches Hg	Temperature/Dew Point:	30°C / 17°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	DELAND, FL (DED)	Type of Flight Plan Filed:	None
Destination:	HAMMOND, LA (HDC)	Type of Clearance:	VFR;VFR flight following
Departure Time:	16:30 Local	Type of Airspace:	

Airport Information

Airport:	Hammond Northshore Regional HDC	Runway Surface Type:	Asphalt
Airport Elevation:	46 ft msl	Runway Surface Condition:	Dry
Runway Used:	18	IFR Approach:	None
Runway Length/Width:	5001 ft / 150 ft	VFR Approach/Landing:	Forced landing;Straight-in

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious	Latitude, Longitude:	30.521389,-90.418334

Administrative Information

Investigator In Charge (IIC): LeBaron, Timothy

Additional Participating Persons: Laurel Johnson; Federal Aviation Administration; Baton Rouge, LA

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Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=63458>

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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](#).