



# Aviation Investigation Final Report

<b>Location:</b>	Venice, Florida	<b>Accident Number:</b>	MIA06CA084
<b>Date &amp; Time:</b>	April 8, 2006, 14:00 Local	<b>Registration:</b>	N339DL
<b>Aircraft:</b>	Linwood R. Lawrence Van's Aircraft RV-9A	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The pilot stated that his approach speed on final approach to land was too fast, and the touchdown point was beyond the optimum touchdown point. He said he inappropriately had a nose low attitude, and the nose gear rather than the main gear hit the runway with a thump. He then executed a go-around, and the second approach was better. He flared and landed the airplane on the main landing gear, and as nose was lowered, there was a scraping sound. After stopping the airplane the pilot said he noted that the airplane had incurred damage. Prior to the accident there had been no mechanical failures or malfunctions of the airplane or any of its systems.

## 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/touchdown which resulted in a hard landing and damage to the airplane.

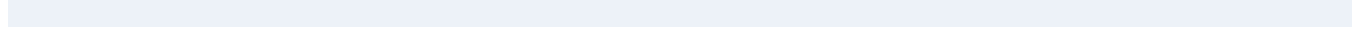
## Findings

Occurrence #1: HARD LANDING

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

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



## Factual Information

On April 8, 2006, about 1400 eastern daylight time, a experimental amateur-built David W. Lawrence, model Van's Aircraft RV-9A airplane, N339DL, registered to and operated by David Lawrence, as a Title 14 CFR Part 91 flight, made a hard landing at Venice, Florida. Visual meteorological conditions prevailed, and no flight plan was filed. The commercial-rated pilot and passenger were not injured, and the airplane incurred substantial damage. The flight originated in Punta Gorda, Florida, the same day, about 1330.

The pilot stated that his approach speed on final approach to land was too fast, and the touch down point was beyond the optimum touchdown point. He said he inappropriately had a nose low attitude, and the nose gear rather than the main gear hit the runway with a thump. He then executed a go-around, and the second approach was better. He flared and landed the airplane on the main landing gear, and as nose was lowered, there was a scraping sound. After stopping the airplane the pilot said he noted that the airplane had incurred damage. Prior to the accident there had been no mechanical failures or malfunctions of the airplane or any of its systems.

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	63, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2	<b>Last FAA Medical Exam:</b>	April 1, 2006
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	February 1, 2005
<b>Flight Time:</b>	742 hours (Total, all aircraft), 6 hours (Total, this make and model), 4 hours (Last 90 days, all aircraft), 2 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Linwood R. Lawrence	<b>Registration:</b>	N339DL
<b>Model/Series:</b>	Van's Aircraft RV-9A	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	Yes
<b>Airworthiness Certificate:</b>	Experimental (Special)	<b>Serial Number:</b>	90206
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	Condition	<b>Certified Max Gross Wt.:</b>	1700 lbs
<b>Time Since Last Inspection:</b>	39 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	39 Hrs at time of accident	<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	O-320-D1A
<b>Registered Owner:</b>	David R. Lawrence	<b>Rated Power:</b>	150 Horsepower
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	VNC, 5 ft msl	<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>	14:00 Local	<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Few / 1800 ft AGL	<b>Visibility</b>	8 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	10 knots / 0 knots	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	200°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29.97 inches Hg	<b>Temperature/Dew Point:</b>	29°C / 19°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Punta Gorda, FL (PGD )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Venice, FL (VNC )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	13:30 Local	<b>Type of Airspace:</b>	

## Airport Information

<b>Airport:</b>	Venice Municipal VNC	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>		<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	22	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	5000 ft / 150 ft	<b>VFR Approach/Landing:</b>	Traffic pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 None	<b>Latitude, Longitude:</b>	27.071666,-82.440277

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Lovell, John
<b>Additional Participating Persons:</b>	Robert Blake; Tampa, Florida
<b>Original Publish Date:</b>	October 3, 2006
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	This accident report documents the factual circumstances of this accident as described to the NTSB.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=63545">https://data.nts.gov/Docket?ProjectID=63545</a>

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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](#).