



# Aviation Investigation Final Report

<b>Location:</b>	Troy, Michigan	<b>Accident Number:</b>	CHI06LA149
<b>Date &amp; Time:</b>	May 28, 2006, 17:40 Local	<b>Registration:</b>	N8776M
<b>Aircraft:</b>	Beech A23	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation		

## Analysis

The airplane sustained substantial damage during a hard landing. The identity of the pilot flying the accident airplane was not conclusively determined. A witness who was located at the airport reported that the airplane bounced three times during the landing. He reported, "The first bounce sent the plane 20 feet into the air, the second and third bounces were not nearly as bad. As the aircraft rolled out of the third bounce, it did a 90 degree hair-pin turn to the left." The airplane taxied back to the ramp tie-down. The airplane owner reported that he was not piloting the airplane at the time accident. The airplane owner reported the name of the accident pilot, but the identified pilot has not been located by authorities.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The improper flare and improper recovery from a bounced landing by the unknown pilot.

### Findings

Occurrence #1: HARD LANDING  
Phase of Operation: LANDING

#### Findings

1. (C) FLARE - IMPROPER - UNKNOWN
2. (C) RECOVERY FROM BOUNCED LANDING - IMPROPER - UNKNOWN
3. TERRAIN CONDITION - RUNWAY



## Factual Information

On May 28, 2006, at 1740 eastern daylight time, a Beech A23, N8776M, sustained substantial damage during a hard landing on runway 27 (3,550 feet by 60 feet, asphalt) at the Oakland/Troy Airport (VLL), Troy, Michigan. There were no reported injuries. The pilot flying the accident airplane was not identified. Visual meteorological conditions prevailed at the time of the accident. No flight plan was filed. The local flight originated from VLL.

A witness who was located at the airport reported that he observed the airplane taxiing for takeoff. He reported the engine began to sputter as the airplane took off, but attained full power during the climb. The airplane turned crosswind at 200 feet above ground level (agl), and reached pattern altitude on the downwind leg. The witness reported that the airplane bounced three times during the landing. He reported, "The first bounce sent the plane 20 feet into the air, the second and third bounces were not nearly as bad. As the aircraft rolled out of the third bounce, it did a 90 degree hair-pin turn to the left." The airplane taxied back to the ramp tie-down. The witness reported that the pilot did not make any radio calls over the Unicom frequency at any time during the flight.

The owner of the airplane reported that he was not piloting the airplane at the time accident. He reported that he had recently purchased the airplane, and that he had hired a certified flight instructor (CFI) to fly the airplane to VLL. The owner said that he flew the airplane to VLL with the CFI, and with the CFI's son, who was a recently certificated private pilot. The owner reported that the trip to VLL was uneventful and they landed at VLL on May 27, 2006.

The owner reported that he arranged to meet with the CFI the next day to receive some flight instruction, and had left the keys to the airplane with the CFI. The owner reported that when he returned the next day, he observed the CFI's son getting off the airplane after he had just taxied the airplane back to the T-hangar. The owner reported that the CFI told him that the airplane had "bounced" and had "veered off" while landing. The owner reported that while he was inspecting the damage to the airplane, the CFI and his son departed the airport in a rental car. The owner reported that he has been unable to locate the CFI and his son.

A Federal Aviation Administration (FAA) inspector examined the airplane and determined the airplane sustained substantial damage. The FAA attempted to locate the CFI and his son, but so far has been unsuccessful.

## Pilot Information

<b>Certificate:</b>		<b>Age:</b>	Male
<b>Airplane Rating(s):</b>		<b>Seat Occupied:</b>	Unknown
<b>Other Aircraft Rating(s):</b>		<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>		<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>		<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Unknown Unknown	<b>Last FAA Medical Exam:</b>	
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>			

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Beech	<b>Registration:</b>	N8776M
<b>Model/Series:</b>	A23	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	M-561
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	February 1, 2006 Annual	<b>Certified Max Gross Wt.:</b>	2350 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	3349.2 Hrs as of last inspection	<b>Engine Manufacturer:</b>	Continental
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	IO-346
<b>Registered Owner:</b>	Golden Globe Management LLC	<b>Rated Power:</b>	165 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>	VLL,729 ft msl	<b>Distance from Accident Site:</b>	0 Nautical Miles
<b>Observation Time:</b>	15:56 Local	<b>Direction from Accident Site:</b>	0°
<b>Lowest Cloud Condition:</b>	Scattered / 4600 ft AGL	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	10 knots / 16 knots	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	210°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30.04 inches Hg	<b>Temperature/Dew Point:</b>	32°C / 19°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Troy, MI (VLL )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>		<b>Type of Airspace:</b>	

## Airport Information

<b>Airport:</b>	Oakland/Troy Airport VLL	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	729 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	27	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	3550 ft / 60 ft	<b>VFR Approach/Landing:</b>	Full stop

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	42.542778,-83.17778

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Silliman, James
<b>Additional Participating Persons:</b>	Marty Solvberg; FAA-Detroit FSDO; Belleville, MI
<b>Original Publish Date:</b>	May 29, 2007
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=63932">https://data.nts.gov/Docket?ProjectID=63932</a>

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