Aviation Investigation Final Report

Location:	Bolivar, Missouri	**Accident Number:**	CHI06CA277
Date & Time:	September 30, 2006, 10:00 Local	**Registration:**	N1154J
Aircraft:	Rockwell 112TC	**Aircraft Damage:**	Substantial
Defining Event:		**Injuries:**	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The airplane was substantially damaged when it impacted terrain adjacent to the runway during an attempted go-around. The pilot and passenger were not injured. The pilot reported that he entered the traffic pattern for runway 18 at the intended destination. He noted that the wind conditions were determined from a windsock prior to landing. The windsock indicated that the wind was directly from the west. The pilot stated: "The air was relatively smooth until turning to final at which point it became increasingly turbulent as I descended. On final approach I was applying right aileron and full left rudder to maintain alignment with the runway centerline. On initial touchdown the plane 'skipped' slightly and at that moment I believe a strong gust of wind from the west/northwest lifted the right wing. Uncomfortable with the plane's attitude I initiated a 'go-around', applying full power and leveling the wings. I was unable to gain altitude quickly and transitioned into a grassy area on the east side of the runway." The pilot noted that when observing the windsock after the accident, the wind direction would vary plus or minus approximately 30 degrees from due west "with strong gusts." The pilot estimated winds at the accident airport as from 270 degrees variable at 20 knots, gusting to 30 knots.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's inadequate compensation for the crosswind condition and his failure to maintain directional control during the go-around attempt. Contributing factors were the crosswind and the gusts.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: GO-AROUND (VFR)

Findings
1. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
3. (F) WEATHER CONDITION - CROSSWIND
4. (F) WEATHER CONDITION - GUSTS

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: GO-AROUND (VFR)

Findings
5. TERRAIN CONDITION - GRASS

Occurrence #3: MAIN GEAR COLLAPSED
Phase of Operation: GO-AROUND (VFR)

Factual Information

The airplane was substantially damaged when it impacted terrain adjacent to runway 18 (4,000 feet by 75 feet, asphalt) during an attempted go-around at the Bolivar Municipal Airport (M17), Bolivar, Missouri. The pilot and passenger were not injured. The pilot reported that he entered the traffic pattern for runway 18. He noted that the windsock indicated winds were "directly from the west."

The pilot stated: "The air was relatively smooth until turning to final at which point it became increasingly turbulent as I descended. On final approach I was applying right aileron and full left rudder to maintain alignment with the runway centerline. On initial touchdown the plane 'skipped' slightly and at that moment I believe a strong gust of wind from the west/northwest lifted the right wing. Uncomfortable with the plane's attitude I initiated a 'go-around', applying full power and leveling the wings. I was unable to gain altitude quickly and transitioned into a grassy area on the east side of the runway."

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Weather reporting was not available at the airport. Wind conditions recorded at the Springfield-Branson Airport (SGF), located about 21 miles south of M17, at 0952, were from 270 degrees at 12 knots. At 1052, recorded winds were from 270 degrees at 16 knots, gusting to 22 knots.

Pilot Information

Certificate:	Private	**Age:**	44,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 Without waivers/limitations	**Last FAA Medical Exam:**	February 1, 2006
Occupational Pilot:	No	**Last Flight Review or Equivalent:**	June 1, 2006
Flight Time:	432 hours (Total, all aircraft), 64 hours (Total, this make and model), 398 hours (Pilot In Command, all aircraft), 13 hours (Last 90 days, all aircraft), 12 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Rockwell	**Registration:**	N1154J
Model/Series:	112TC	**Aircraft Category:**	Airplane
Year of Manufacture:		**Amateur Built:**	
Airworthiness Certificate:	Normal	**Serial Number:**	13091
Landing Gear Type:	Retractable - Tricycle	**Seats:**	4
Date/Type of Last Inspection:	May 1, 2006 Annual	**Certified Max Gross Wt.:**	2850 lbs
Time Since Last Inspection:		**Engines:**	1 Reciprocating
Airframe Total Time:	1866 Hrs at time of accident	**Engine Manufacturer:**	Lycoming
ELT:	Installed, activated, did not aid in locating accident	**Engine Model/Series:**	TO-360-C1A6D
Registered Owner:	On file	**Rated Power:**	210 Horsepower
Operator:	On file	**Operating Certificate(s) Held:**	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	**Condition of Light:**	Day
Observation Facility, Elevation:	SGF,1268 ft msl	**Distance from Accident Site:**	21 Nautical Miles
Observation Time:	09:52 Local	**Direction from Accident Site:**	185°
Lowest Cloud Condition:	Clear	**Visibility**	10 miles
Lowest Ceiling:	None	**Visibility (RVR):**	
Wind Speed/Gusts:	12 knots / 0 knots	**Turbulence Type Forecast/Actual:**	/
Wind Direction:	270°	**Turbulence Severity Forecast/Actual:**	/
Altimeter Setting:	29.94 inches Hg	**Temperature/Dew Point:**	23°C / 14°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Paola, KS (K81)	**Type of Flight Plan Filed:**	None
Destination:	Bolivar, MO (M17)	**Type of Clearance:**	None
Departure Time:	09:20 Local	**Type of Airspace:**	

Airport Information

Airport:	Bolivar Muni M17	**Runway Surface Type:**	Asphalt
Airport Elevation:	1092 ft msl	**Runway Surface Condition:**	Dry
Runway Used:	18	**IFR Approach:**	None
Runway Length/Width:	4000 ft / 75 ft	**VFR Approach/Landing:**	Full stop;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	**Aircraft Damage:**	Substantial
Passenger Injuries:	1 None	**Aircraft Fire:**	None
Ground Injuries:	N/A	**Aircraft Explosion:**	None
Total Injuries:	2 None	**Latitude, Longitude:**	37.596111,-93.347778

Administrative Information

Investigator In Charge (IIC):	Sorensen, Timothy
Additional Participating Persons:	Alfred Rager; FAA-Kansas City FSDO; Kansas City, MO
Original Publish Date:	December 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.ntsb.gov/Docket?ProjectID=64722