



Aviation Investigation Final Report

Location:	Truckee, California	Accident Number:	LAX08CA170
Date & Time:	May 19, 2008, 14:00 Local	Registration:	N416JA
Aircraft:	Scottish Aviation Bulldog 120	Aircraft Damage:	Substantial
Defining Event:	Hard landing	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The airplane's owner accompanied the pilot, who had received his private pilot certificate about 2 months before the accident, on a personal flight involving takeoffs and landings. The pilot reported that his approach for the final landing appeared normal. Just before landing he felt a possible wind lull or wind direction shift near the runway's surface, and the airplane touched down harder than average. The airplane's owner reported that the airplane touched down hard in a nose low and right wing low attitude. Immediately thereafter, the right main landing gear separated from the airplane. A subsequent airframe examination by the Federal Aviation Administration airworthiness inspector revealed the nose gear and right main landing gear were damaged in the accident to the extent that the nose gear attachment bracket was broken at the upper firewall attachment, and the right main landing gear attachment was torn from the wing spar web, fracturing the wing spar. The weather observation for the airport was showing winds from 220 degrees at 12 knots, with gusts to 17 knots, at the time of the accident.

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 gusting crosswind and misjudged landing flare.

Findings

Environmental issues	Runway/landing area condition - Not specified
Environmental issues	Crosswind - Not specified
Environmental issues	Gusts - Not specified
Aircraft	Crosswind correction - Not attained/maintained
Aircraft	Landing flare - Incorrect use/operation
Aircraft	Main landing gear - Capability exceeded

Factual Information

History of Flight

Landing-flare/touchdown	Hard landing (Defining event)
Landing-flare/touchdown	Landing gear collapse

Pilot Information

Certificate:	Private	Age:	41, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 3	Last FAA Medical Exam:	December 1, 2007
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	75 hours (Total, all aircraft), 13 hours (Total, this make and model), 39 hours (Last 90 days, all aircraft), 13 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Scottish Aviation	Registration:	N416JA
Model/Series:	Bulldog 120	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Experimental (Special)	Serial Number:	BH-120-416
Landing Gear Type:	Tricycle	Seats:	
Date/Type of Last Inspection:		Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Lycoming
ELT:		Engine Model/Series:	AEIO-360-A1B6
Registered Owner:	Kevin J. Lyons	Rated Power:	
Operator:	Steven M. Pili	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	TRK	Distance from Accident Site:	
Observation Time:	13:45 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	12 knots / 17 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	220°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.27 inches Hg	Temperature/Dew Point:	26°C / 2°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Truckee, CA (TRK)	Type of Flight Plan Filed:	None
Destination:	Truckee, CA (TRK)	Type of Clearance:	None
Departure Time:		Type of Airspace:	

Airport Information

Airport:	Truckee-Tahoe TRK	Runway Surface Type:	Asphalt
Airport Elevation:	5900 ft msl	Runway Surface Condition:	Dry
Runway Used:	28	IFR Approach:	None
Runway Length/Width:	7000 ft / 100 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:	
Total Injuries:	2 None	Latitude, Longitude:	39.319999,-120.139442

Administrative Information

Investigator In Charge (IIC):	Pollack, Wayne
Additional Participating Persons:	Don Morgan; Federal Aviation Administration; Reno, NV
Original Publish Date:	June 30, 2008
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=68208

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