



Aviation Investigation Final Report

Location:	Emmett, Idaho	Accident Number:	WPR09CA304
Date & Time:	June 21, 2009, 15:00 Local	Registration:	N777DV
Aircraft:	STUCKER VIRGIL A AVID MAGNU	Aircraft Damage:	Substantial
Defining Event:	Loss of control in flight	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot was landing almost directly into a headwind, and as he neared the approach end of the runway for a full-stop landing he noticed that the airplane was sinking at a higher rate than he wanted it to. He therefore added power in order to decrease the rate of descent. The addition of power was not sufficient to significantly reduce the sink rate, and the airplane contacted the runway hard and bounced back into the air. After the airplane bounced back into the air, the pilot did not maintain runway alignment and when it touched down again it was off the side of the runway. During this second touchdown, the nosewheel hit first and collapsed. Immediately thereafter, one of the wings impacted the terrain, resulting in substantial damage to its structure. According to the pilot, there were no anomalies associated with the airplane's flight control system.

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 and recovery from a bounced landing.

Findings

Aircraft	Landing flare - Incorrect use/operation
Personnel issues	Incorrect action performance - Pilot
Personnel issues	Aircraft control - Pilot

Factual Information

History of Flight

Landing-flare/touchdown	Loss of control in flight (Defining event)
Landing-flare/touchdown	Abnormal runway contact
Landing-flare/touchdown	Landing gear collapse
Landing-landing roll	Runway excursion

Pilot Information

Certificate:	Private	Age:	30, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Without waivers/limitations	Last FAA Medical Exam:	February 22, 2007
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	197 hours (Total, all aircraft), 24 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	STUCKER VIRGIL A	Registration:	N777DV
Model/Series:	AVID MAGNU	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	105M
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:		Certified Max Gross Wt.:	1750 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:		Engine Model/Series:	O-320 SERIES
Registered Owner:	STUCKER VIRGIL A	Rated Power:	150 Horsepower
Operator:	STUCKER VIRGIL A	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 3000 ft AGL	Visibility	10 miles
Lowest Ceiling:	Broken / 5500 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	12 knots / 16 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	280°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	29°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Nampa, ID (S67)	Type of Flight Plan Filed:	None
Destination:	Emmett, ID (S78)	Type of Clearance:	None
Departure Time:	14:35 Local	Type of Airspace:	

Airport Information

Airport:	Emmett Municipal S78	Runway Surface Type:	Asphalt
Airport Elevation:		Runway Surface Condition:	Dry
Runway Used:	28	IFR Approach:	None
Runway Length/Width:	3250 ft / 50 ft	VFR Approach/Landing:	Full stop

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:	43.877498,-116.536941(est)

Administrative Information

Investigator In Charge (IIC):	Anderson, Orrin
Additional Participating Persons:	Pat Darling; Federal Aviation Administration; Boise, ID
Original Publish Date:	September 10, 2009
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=74101

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