



# Aviation Investigation Final Report

<b>Location:</b>	Chula Vista, California	<b>Accident Number:</b>	WPR12CA346
<b>Date &amp; Time:</b>	August 6, 2012, 09:30 Local	<b>Registration:</b>	N9727F
<b>Aircraft:</b>	Cessna 208	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Hard landing	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Skydiving		

## Analysis

The pilot said that, while on short final, the airplane experienced a sudden sink rate when the wind changed from a head wind to calm conditions. He was unable to arrest the sink rate even after power was applied because of the lag time for the airplane’s turbine engine to spool up. The airplane landed hard short of the runway. Postaccident examination of the airplane revealed that the left side of the fuselage was dented and wrinkled, and the left main landing gear was bent inboard of the axle and was missing its brake assembly.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to arrest the aircraft's sink rate on short final, which resulted in a hard landing.

## Findings

<b>Aircraft</b>	Descent rate - Not attained/maintained
<b>Personnel issues</b>	Aircraft control - Pilot

## Factual Information

### History of Flight

<b>Landing-flare/touchdown</b>	Hard landing (Defining event)
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### Pilot Information

<b>Certificate:</b>	Airline transport	<b>Age:</b>	50, 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 1 With waivers/limitations	<b>Last FAA Medical Exam:</b>	November 4, 2011
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	June 16, 2011
<b>Flight Time:</b>	4650 hours (Total, all aircraft), 800 hours (Total, this make and model), 2 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N9727F
<b>Model/Series:</b>	208	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	20800151
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	10
<b>Date/Type of Last Inspection:</b>	June 29, 2012 100 hour	<b>Certified Max Gross Wt.:</b>	8000 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Turbo prop
<b>Airframe Total Time:</b>	12990 Hrs as of last inspection	<b>Engine Manufacturer:</b>	P&W
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	PT6A SER
<b>Registered Owner:</b>	TACTICAL AIR OPERATIONS INC	<b>Rated Power:</b>	750 Horsepower
<b>Operator:</b>	TACTICAL AIR OPERATIONS INC	<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>	Skydive San Diego	<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	NRS,24 ft msl	<b>Distance from Accident Site:</b>	12 Nautical Miles
<b>Observation Time:</b>	09:56 Local	<b>Direction from Accident Site:</b>	250°
<b>Lowest Cloud Condition:</b>	800 ft AGL	<b>Visibility</b>	7 miles
<b>Lowest Ceiling:</b>	Broken / 20000 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	5 knots / None	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>		<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29.98 inches Hg	<b>Temperature/Dew Point:</b>	22°C / 17°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Chula vista, CA (0CL3)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Chula vista, CA (0CL3)	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	09:00 Local	<b>Type of Airspace:</b>	

## Airport Information

<b>Airport:</b>	John Nichol's Field Airport 0CL3	<b>Runway Surface Type:</b>	Dirt
<b>Airport Elevation:</b>	490 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	27	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	2400 ft / 50 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>	32.633056,-116.893058(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Struhsaker, James
<b>Additional Participating Persons:</b>	Matthew J Nachreiner; FAA FSDO; San Diego, CA
<b>Original Publish Date:</b>	October 9, 2012
<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=84590">https://data.nts.gov/Docket?ProjectID=84590</a>

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