



Aviation Investigation Final Report

Location:	Raeford, North Carolina	Accident Number:	ERA12CA519
Date & Time:	August 18, 2012, 15:47 Local	Registration:	N80GE
Aircraft:	Cessna 208B	Aircraft Damage:	Substantial
Defining Event:	Abnormal runway contact	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Skydiving		

Analysis

According to the pilot, during the landing on a grassy area that was parallel to the paved runway, the airplane touched down and impacted a ditch near an intersecting taxiway. The airplane became airborne, touched down on the other side of the intersecting taxiway, bounced again, and then landed hard on the nose gear, which resulted in substantial damage to the fuselage and subsequent collapse of the nose landing gear. In a telephone interview, the pilot stated that the ditch was about 200 feet from his initial touchdown point and that he regularly lands on the grass, in the opposite direction, in order to minimize the wear on the main landing gear tires. No preaccident mechanical malfunctions or failures were noted with the airplane that would have precluded normal operation.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's decision to land in a grassy area next to a paved runway, which resulted in impact with a ditch and subsequent nose landing gear collapse.

Findings

Personnel issues	Decision making/judgment - Pilot
Aircraft	Nose/tail gear attach section - Capability exceeded

Factual Information

History of Flight

Landing	Collision with terr/obj (non-CFIT)
Landing	Abnormal runway contact (Defining event)
Landing	Landing gear collapse

Pilot Information

Certificate:	Commercial	Age:	41, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 With waivers/limitations	Last FAA Medical Exam:	May 23, 2012
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	December 20, 2011
Flight Time:	1342 hours (Total, all aircraft), 32 hours (Total, this make and model), 1191 hours (Pilot In Command, all aircraft), 64 hours (Last 90 days, all aircraft), 29 hours (Last 30 days, all aircraft)		

Other flight crew Information

Certificate:	Commercial; Flight instructor	Age:	29, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine; Instrument airplane	Toxicology Performed:	No
Medical Certification:	Class 1 None	Last FAA Medical Exam:	August 7, 2012
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	November 27, 2011
Flight Time:	770 hours (Total, all aircraft), 8 hours (Total, this make and model), 700 hours (Pilot In Command, all aircraft), 150 hours (Last 90 days, all aircraft), 8 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N80GE
Model/Series:	208B	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	208B0585
Landing Gear Type:	Tricycle	Seats:	12
Date/Type of Last Inspection:	June 24, 2012 Annual	Certified Max Gross Wt.:	9097 lbs
Time Since Last Inspection:	60 Hrs	Engines:	1 Turbo prop
Airframe Total Time:	2965 Hrs at time of accident	Engine Manufacturer:	Pratt & Whitney
ELT:	C126 installed, activated, did not aid in locating accident	Engine Model/Series:	PT6A-42A
Registered Owner:	PARACLETE AVIATION LLC	Rated Power:	850 Horsepower
Operator:	DUGAN, BRIGGS AND ASSOCIATES	Operating Certificate(s) Held:	None
Operator Does Business As:	DBA AVIATION	Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	POB,217 ft msl	Distance from Accident Site:	12 Nautical Miles
Observation Time:	15:55 Local	Direction from Accident Site:	30°
Lowest Cloud Condition:	4300 ft AGL	Visibility	10 miles
Lowest Ceiling:	Broken / 4300 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	340°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.84 inches Hg	Temperature/Dew Point:	31°C / 21°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Southernpines, NC (SOP)	Type of Flight Plan Filed:	None
Destination:	Raeford, NC (5W4)	Type of Clearance:	None
Departure Time:	15:25 Local	Type of Airspace:	

Airport Information

Airport:	P K Airpark 5W4	Runway Surface Type:	Asphalt;Grass/turf
Airport Elevation:	304 ft msl	Runway Surface Condition:	Dry;Rough;Vegetation
Runway Used:	04	IFR Approach:	None
Runway Length/Width:	3402 ft / 60 ft	VFR Approach/Landing:	Full stop;Straight-in;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	35.019721,-79.188056(est)

Administrative Information

Investigator In Charge (IIC):	Etcher, Shawn
Additional Participating Persons:	Barry Blumquist; FAA/FSDO; Greensboro, NC
Original Publish Date:	December 19, 2012
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=84746

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