



# Aviation Investigation Final Report

<b>Location:</b>	Bayport, New York	<b>Accident Number:</b>	ERA12CA520
<b>Date &amp; Time:</b>	August 18, 2012, 17:00 Local	<b>Registration:</b>	N343SF
<b>Aircraft:</b>	Fleet FLEET 16B	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Hard landing	<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The pilot reported that he returned to the departure airport after a brief local flight and entered the traffic pattern. While on final approach to the runway, he initiated a slip to the left to descend and increase his visibility of the runway. The pilot stated that during previous flights in the tailwheel-equipped biplane, after he exited the slip just before touchdown, the airplane would "float" down the runway in ground effect. However, when he exited the slip during the accident flight, the rate of descent remained constant, and the airplane's contact with the runway was "fairly severe." The landing gear subsequently collapsed, and the airplane departed the right side of the runway and nosed over, resulting in substantial damage to the right upper wing. The pilot reported that there were no preaccident mechanical malfunctions or failures with the airplane that would have precluded normal operation, and that the accident could have been prevented by a "quicker reaction" and "increasing [engine] power to arrest descent rate."

## 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, which resulted in a hard landing.

### Findings

<b>Aircraft</b>	Landing flare - Not attained/maintained
<b>Personnel issues</b>	(general) - Pilot



## Factual Information

### History of Flight

<b>Landing</b>	Hard landing (Defining event)
<b>Landing-landing roll</b>	Landing gear collapse
<b>Landing-landing roll</b>	Runway excursion
<b>Landing-landing roll</b>	Nose over/nose down

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	54, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Rear
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 With waivers/limitations	<b>Last FAA Medical Exam:</b>	June 5, 2012
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	June 10, 2012
<b>Flight Time:</b>	1460 hours (Total, all aircraft), 377 hours (Total, this make and model), 1393 hours (Pilot In Command, all aircraft), 11 hours (Last 90 days, all aircraft), 4 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Fleet	<b>Registration:</b>	N343SF
<b>Model/Series:</b>	FLEET 16B	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	343
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	August 4, 2012 Annual	<b>Certified Max Gross Wt.:</b>	1878 lbs
<b>Time Since Last Inspection:</b>	1 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	1635 Hrs as of last inspection	<b>Engine Manufacturer:</b>	KINNER
<b>ELT:</b>	C91A installed, not activated	<b>Engine Model/Series:</b>	R5 SERIES
<b>Registered Owner:</b>	MARTIN STEPHEN S	<b>Rated Power:</b>	160 Horsepower
<b>Operator:</b>	MARTIN STEPHEN S	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	ISP,99 ft msl	<b>Distance from Accident Site:</b>	3 Nautical Miles
<b>Observation Time:</b>	16:56 Local	<b>Direction from Accident Site:</b>	316°
<b>Lowest Cloud Condition:</b>	Few / 3700 ft AGL	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	5 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	340°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29.82 inches Hg	<b>Temperature/Dew Point:</b>	26°C / 16°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Bayport, NY (23N )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Bayport, NY (23N )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	17:00 Local	<b>Type of Airspace:</b>	

## Airport Information

<b>Airport:</b>	Bayport Aerodrome 23N	<b>Runway Surface Type:</b>	Grass/turf
<b>Airport Elevation:</b>	41 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	36	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	2740 ft / 150 ft	<b>VFR Approach/Landing:</b>	Full stop;Traffic pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 None	<b>Latitude, Longitude:</b>	40.756111,-73.05194(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Diaz, Dennis
<b>Additional Participating Persons:</b>	David Williams; FAA/FSDO; Farmingdale, NY
<b>Original Publish Date:</b>	February 14, 2013
<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=84753">https://data.nts.gov/Docket?ProjectID=84753</a>

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