



Aviation Investigation Final Report

Location:	Georgetown, Ohio	Accident Number:	CEN13CA043
Date & Time:	November 3, 2012, 18:00 Local	Registration:	N476XP
Aircraft:	FAIRCHILD HELI-PORTER PILATUS PC6/B1A-H2	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	1 Minor
Flight Conducted Under:	Part 91: General aviation - Positioning		

Analysis

The commercial pilot said he applied full power to go around after a bounced landing. Torque generated by the turboprop engine pulled the airplane to the right, and the pilot stated that he was unable to arrest the turn. The airplane collided with trees, resulting in substantial damage to the right wing, fuselage, vertical stabilizer, both horizontal stabilizers, and the rudder. The pilot reported there were no mechanical malfunctions or failures with the airplane or engine 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 improper recovery from a bounced landing, which resulted in a loss of control.

Findings

Personnel issues	Aircraft control - Pilot
Aircraft	(general) - Incorrect use/operation

Factual Information

History of Flight

Landing-aborted after touchdown	Loss of control on ground (Defining event)
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Pilot Information

Certificate:	Commercial; Private	Age:	61, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 With waivers/limitations	Last FAA Medical Exam:	June 9, 2012
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	June 1, 2012
Flight Time:	40000 hours (Total, all aircraft), 4000 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	FAIRCHILD HELI-PORTER	Registration:	N476XP
Model/Series:	PILATUS PC6/B1A-H2	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	2040
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	Annual	Certified Max Gross Wt.:	47774 lbs
Time Since Last Inspection:		Engines:	1 Turbo prop
Airframe Total Time:		Engine Manufacturer:	P&W
ELT:	Installed, not activated	Engine Model/Series:	PT6A SER
Registered Owner:	PARACLETE AVIATION LLC	Rated Power:	750 Horsepower
Operator:	Peter Morris Burgdorfer	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Night/dark
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:		Visibility	
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:			
Departure Point:	Goshen, IN (GOS)	Type of Flight Plan Filed:	Unknown
Destination:	Georgetown, OH (GEO)	Type of Clearance:	VFR
Departure Time:		Type of Airspace:	

Airport Information

Airport:	Georgetown GEO	Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	35	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Straight-in

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	38.875831,-83.876113(est)

Administrative Information

Investigator In Charge (IIC):	Yeager, Leah
Additional Participating Persons:	Edward Cunningham; FAA/FSDO; Cincinnati, OH
Original Publish Date:	February 27, 2013
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=85497

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The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).