



Aviation Investigation Final Report

Location:	Grain Valley, Missouri	Accident Number:	CEN13CA077
Date & Time:	November 24, 2012, 12:00 Local	Registration:	N15PU
Aircraft:	CHRISTEN INDUSTRIES INC PITTS S-2S	Aircraft Damage:	Substantial
Defining Event:	Abnormal runway contact	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

As the pilot was landing the tailwheel-equipped airplane, he applied aft control stick to "pin the tail" on the runway. The airplane bounced off the runway surface, veered to the right, and the pilot attempted to abort the landing. During the aborted landing attempt, the left wing struck the terrain. Subsequently, the main landing gear collapsed, and the airplane skidded back onto the runway. The airplane sustained substantial damage to the left lower wing and fuselage. The pilot reported no preimpact mechanical malfunctions or failures 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 improper landing flare, which led to a bounced landing and subsequent loss of control.

Findings

Personnel issues	Aircraft control - Pilot
Aircraft	Landing flare - Not attained/maintained

Factual Information

History of Flight

Landing-flare/touchdown	Abnormal runway contact (Defining event)
Landing-aborted after touchdown	Collision with terr/obj (non-CFIT)

Pilot Information

Certificate:	Private	Age:	53, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Single
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 3 With waivers/limitations	Last FAA Medical Exam:	November 16, 2012
Occupational Pilot:	No	Last Flight Review or Equivalent:	November 3, 2012
Flight Time:	1483 hours (Total, all aircraft), 13 hours (Total, this make and model), 1341 hours (Pilot In Command, all aircraft), 16 hours (Last 90 days, all aircraft), 9 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CHRISTEN INDUSTRIES INC	Registration:	N15PU
Model/Series:	PITTS S-2S	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Aerobatic	Serial Number:	3015
Landing Gear Type:		Seats:	1
Date/Type of Last Inspection:	April 19, 2012 Condition	Certified Max Gross Wt.:	1520 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	639 Hrs at time of accident	Engine Manufacturer:	LYCOMING
ELT:	Not installed	Engine Model/Series:	AEIO-540
Registered Owner:	ON FILE	Rated Power:	260 Horsepower
Operator:	ON FILE	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:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	9 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	180°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Grain Valley, MO (3GV)	Type of Flight Plan Filed:	None
Destination:	Grain Valley, MO (3GV)	Type of Clearance:	None
Departure Time:	11:00 Local	Type of Airspace:	

Airport Information

Airport:	East Kansas City Airport 3GV	Runway Surface Type:	Asphalt
Airport Elevation:		Runway Surface Condition:	Dry
Runway Used:	09	IFR Approach:	Visual
Runway Length/Width:	4507 ft / 44 ft	VFR Approach/Landing:	Go around;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	39.014446,-94.214721(est)

Administrative Information

Investigator In Charge (IIC):	Sauer, Aaron
Additional Participating Persons:	Steven Davis; Federal Aviation Administration; Kansas City, MO
Original Publish Date:	January 31, 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=85685

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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](#).