



Aviation Investigation Final Report

Location:	Alexandria, Indiana	Accident Number:	CEN15CA373
Date & Time:	July 17, 2015, 10:30 Local	Registration:	N2765H
Aircraft:	Ercoupe 415-C	Aircraft Damage:	Substantial
Defining Event:	Hard landing	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The non-instrument rated private pilot diverted to the alternate airport so as to avoid flight into instrument meteorological conditions along the intended route of flight path to a destination airport. While landing at the alternate airport, the airplane bounced and departed off the side of the runway. The airplane sustained substantial damage that included the engine firewall and right wing. The pilot stated that he reduced engine power and airspeed so as to increase separation with a preceding aircraft that was also landing, which resulted in "too much" airspeed being reduced and the bounced landing. The pilot stated that he was using active noise reduction headsets for the first time, which "greatly" reduced engine noise and "muted" audio input so as to not receive the "normal" audio indications that his senses were accustomed to on prior flights. The accident was not reported by the pilot and was discovered by a Federal Aviation Administration inspector during routine surveillance at the airport.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to maintain/attain adequate airspeed and attitude during landing that resulted in a hard landing. Contributing was the pilot's diverted attention to air traffic and the reduction of perceptible audio cues due to noise attenuating headsets.

Findings

Aircraft	Airspeed - Not attained/maintained
Aircraft	Landing flare - Not attained/maintained
Personnel issues	Monitoring other aircraft - Pilot
Personnel issues	Hearing - Pilot

Factual Information

History of Flight

Landing-flare/touchdown	Hard landing (Defining event)
Landing-landing roll	Loss of control on ground
Landing-landing roll	Collision with terr/obj (non-CFIT)

Pilot Information

Certificate:	Private; Sport Pilot	Age:	67
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Lap only
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Sport pilot Unknown	Last FAA Medical Exam:	
Occupational Pilot:	No	Last Flight Review or Equivalent:	September 25, 2013
Flight Time:	221 hours (Total, all aircraft), 21 hours (Total, this make and model), 114 hours (Pilot In Command, all aircraft), 19 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft), 6 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Ercoupe	Registration:	N2765H
Model/Series:	415-C	Aircraft Category:	Airplane
Year of Manufacture:	1946	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	3390
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	November 18, 2014 Annual	Certified Max Gross Wt.:	1260 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	12150 Hrs at time of accident	Engine Manufacturer:	Continental Motors
ELT:	Installed, not activated	Engine Model/Series:	C-85
Registered Owner:	Pilot	Rated Power:	85 Horsepower
Operator:	Pilot	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	AID,919 ft msl	Distance from Accident Site:	7 Nautical Miles
Observation Time:	10:47 Local	Direction from Accident Site:	180°
Lowest Cloud Condition:	Scattered / 3500 ft AGL	Visibility	10 miles
Lowest Ceiling:	Broken / 7500 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/ None
Wind Direction:	210°	Turbulence Severity Forecast/Actual:	/ N/A
Altimeter Setting:	29.9 inches Hg	Temperature/Dew Point:	27°C / 20°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	HAMILTON, OH (HAO)	Type of Flight Plan Filed:	None
Destination:	SHEBOYGAN, WI (SBM)	Type of Clearance:	None
Departure Time:	08:45 Local	Type of Airspace:	

Airport Information

Airport:	Alexandria Airport I99	Runway Surface Type:	Asphalt
Airport Elevation:	900 ft msl	Runway Surface Condition:	Dry
Runway Used:	27	IFR Approach:	None
Runway Length/Width:	2591 ft / 60 ft	VFR Approach/Landing:	Full stop

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:	40.232498,-85.637496(est)

Administrative Information

Investigator In Charge (IIC): Gallo, Mitchell

Additional Participating Persons:

Original Publish Date: December 3, 2015

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=91838>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).