



Aviation Investigation Final Report

Location:	Lakeport, Florida	Accident Number:	ERA24LA093
Date & Time:	January 19, 2024, 17:13 Local	Registration:	N5799
Aircraft:	QUEST AIRCRAFT CO INC KODIAK 100	Aircraft Damage:	Substantial
Defining Event:	Hard landing	Injuries:	1 Serious, 4 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported, “upon touchdown, the plane jumped back up as I reduced power all the way back.” He said that the airplane bounced twice on the grass runway, resulting in the nose wheel separating from the airplane. Subsequently, the nose landing gear strut dug into the ground, and the airplane nosed over. The airplane’s fuselage, wings, and empennage were substantially damaged. The pilot reported that there were no preimpact mechanical malfunctions or failures of 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 improper recovery from a bounced landing, which resulted in a hard landing and subsequent noseover.

Findings

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

Factual Information

History of Flight

Landing-flare/touchdown	Hard landing (Defining event)
Landing-flare/touchdown	Part(s) separation from AC
Landing-flare/touchdown	Nose over/nose down

Pilot Information

Certificate:	Private	Age:	36, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	March 31, 2023
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	80 hours (Total, all aircraft), 80 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	QUEST AIRCRAFT CO INC	Registration:	N5799
Model/Series:	KODIAK 100	Aircraft Category:	Airplane
Year of Manufacture:	2019	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	100-0277
Landing Gear Type:	Tricycle	Seats:	8
Date/Type of Last Inspection:	Annual	Certified Max Gross Wt.:	7255 lbs
Time Since Last Inspection:		Engines:	1 Turbo prop
Airframe Total Time:		Engine Manufacturer:	Pratt & Whitney
ELT:	C91A installed, not activated	Engine Model/Series:	PT6A-34
Registered Owner:	On file	Rated Power:	750 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:	KSEF,61 ft msl	Distance from Accident Site:	3 Nautical Miles
Observation Time:	14:35 Local	Direction from Accident Site:	270°
Lowest Cloud Condition:	Scattered / 30000 ft AGL	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	9 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	300°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	25°C / 18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	La Belle, FL (FA18)	Type of Flight Plan Filed:	None
Destination:	Lakeport, FL	Type of Clearance:	None
Departure Time:	16:14 Local	Type of Airspace:	Class G

Airport Information

Airport:	PVT	Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	Rough;Vegetation
Runway Used:		IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Substantial
Passenger Injuries:	4 None	Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	1 Serious, 4 None	Latitude, Longitude:	27,-81(est)

Administrative Information

Investigator In Charge (IIC):	Alleyne, Eric
Additional Participating Persons:	Joseph W. Gramzinski; FAA/FSDO; Orlando, FL
Original Publish Date:	April 30, 2024
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=193689

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](#).