

Operational Factors

- Flight crew performance
- Bounced landing recovery guidance
- Executive Airlines' postaccident actions
- Operational factors not causal to the accident

Accident Sequence

- First officer flying during initial skip
- Captain took over flight controls
- Two bounces
- Final touchdown
- Weather and runway conditions within capabilities of airplane and flight crew

Flight Crew Experience

	First Officer	Captain
Hire date	March 2004	January 1999
Experience	20 hours	3,814 hours

Flight Crew Performance

First Officer

- Initiated approach
- Received verbal instructions from captain
- Crossed runway threshold within airspeed limits
- Executed normal flare
- Touched down and skipped

Flight Crew Performance Captain

- Designated pilot-in-command
- Monitor first officer's performance
- Ensure safe conduct of flight

Flight Crew Performance Captain

- Took over flight controls after skip
- Made inappropriate pitch and power changes
- Failed to execute a go-around

Skip or Bounce During Landing

- Not unusual
- Typically caused by excessive airspeed or back pressure on the control wheel during the flare

Skip or Bounce Recovery Techniques

- Make minor flight control inputs and/or slight power adjustments
- Add power and adjust pitch
- Go around

Executive Airlines' Bounced Landing Recovery Guidance

- No guidance provided on bounced landing recovery techniques during pilot training
- No formal guidance on bounced landing recovery

Executive Airlines' Postaccident Actions

Incorporated bounced landing
recovery guidance in its airplane
operating manual

Summary

- Captain did not apply proper pitch and power corrections
- Captain did not execute a go-around
- Executive Airlines did not have formal bounced landing recovery guidance



NTSB