Aviation Investigation Final Report

Location:	COLORADO SPRNGS, Colorado	**Accident Number:**	FTW98LA128
Date & Time:	February 11, 1998, 12:45 Local	**Registration:**	N2382L
Aircraft:	Beech 23	**Aircraft Damage:**	Substantial
Defining Event:		**Injuries:**	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot was practicing touch-and-go landings on runway 17R. Winds were reported from 180 degrees at 6 knots. While performing his second landing, he initiated a side slip to compensate for a slight right crosswind. Upon landing, the aircraft porpoised, then exited the left side of the runway, impacting a ditch. The pilot reported he believed the nose wheel had turned to the left due to the left rudder input, causing the aircraft to depart to the left side of the runway. However, according to the Raytheon Aircraft Company, the aircraft manufacturer, the Beech 23 was designed without nose wheel steering. The wheel casters and is moved only by utilization of the breaks and remains in a neutral position during flight, continually aligned with the fuselage.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's inadvertent porpoise during landing roll. A factor was the ditch.

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: LANDING - ROLL

Findings
1. (C) PORPOISE/PILOT-INDUCED OSCILLATION - INADVERTENT - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING - ROLL

Findings
2. (F) TERRAIN CONDITION - DITCH

Factual Information

On February 11, 1998, at 1245 mountain standard time, a Beech 23, N2382L, was substantially damaged following loss of control during landing roll and subsequent impact with terrain at Colorado Springs Municipal Airport, Colorado Springs, Colorado. The student pilot, the sole occupant onboard, was not injured. The airplane was being operated by the pilot under Title 14 CFR Part 91. Visual meteorological conditions prevailed for the local personal flight which had originated approximately 35 minutes before the accident. No flight plan had been filed.

According to the pilot's accident report, he was practicing touch-and-go landings on runway 17R. Winds were reported from 180 degrees at 6 knots. While performing his second landing, he initiated a side slip to compensate for a slight right crosswind. Upon landing, the aircraft porpoised, then "immediately veered sharply to the left." The aircraft exited runway 17R, impacting a ditch. The aircraft then slid approximately 60 feet to a stop. The pilot reported in a telephone interview following the accident that he believed the nose wheel had turned to the left due to the left rudder input, causing the aircraft to depart to the left when the wheel made contact with the runway.

According to a representative of the aircraft manufacturer, Raytheon Aircraft Company, the Beech 23 was designed without a pushrod to rotate the nose wheel. The wheel casters, and is moved only by utilization of the breaks. The nose wheel remains in a neutral position during flight and is continually aligned with the fuselage.

Postaccident examination of the airplane revealed that the nose gear was separated from the aircraft, the engine mount was bent, the fire wall was damaged, and the left wing was bent.

Pilot Information

Certificate:	Student	**Age:**	42,Male
Airplane Rating(s):	None	**Seat Occupied:**	Left
Other Aircraft Rating(s):	None	**Restraint Used:**	
Instrument Rating(s):	None	**Second Pilot Present:**	No
Instructor Rating(s):	None	**Toxicology Performed:**	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	**Last FAA Medical Exam:**	April 23, 1996
Occupational Pilot:	UNK	**Last Flight Review or Equivalent:**	
Flight Time:	92 hours (Total, all aircraft), 25 hours (Total, this make and model), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	**Registration:**	N2382L
Model/Series:	23 23	**Aircraft Category:**	Airplane
Year of Manufacture:		**Amateur Built:**	
Airworthiness Certificate:	Normal	**Serial Number:**	M-222
Landing Gear Type:	Tricycle	**Seats:**	4
Date/Type of Last Inspection:	November 18, 1997 Annual	**Certified Max Gross Wt.:**	2300 lbs
Time Since Last Inspection:	6 Hrs	**Engines:**	1 Reciprocating
Airframe Total Time:	4014 Hrs	**Engine Manufacturer:**	Lycoming
ELT:	Installed, not activated	**Engine Model/Series:**	O-320-D2B
Registered Owner:	KENNETH L. CHIARO	**Rated Power:**	160 Horsepower
Operator:		**Operating Certificate(s) Held:**	None
Operator Does Business As:		**Operator Designator Code:**	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	**Condition of Light:**	Day
Observation Facility, Elevation:	COS ,6184 ft msl	**Distance from Accident Site:**	
Observation Time:	12:36 Local	**Direction from Accident Site:**	
Lowest Cloud Condition:	Scattered / 9500 ft AGL	**Visibility**	10 miles
Lowest Ceiling:	Broken / 12000 ft AGL	**Visibility (RVR):**	
Wind Speed/Gusts:	6 knots /	**Turbulence Type Forecast/Actual:**	/
Wind Direction:	180°	**Turbulence Severity Forecast/Actual:**	/
Altimeter Setting:	29 inches Hg	**Temperature/Dew Point:**	4°C / -17°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(COS)	**Type of Flight Plan Filed:**	None
Destination:		**Type of Clearance:**	None
Departure Time:	12:10 Local	**Type of Airspace:**	Class C

Airport Information

Airport:	COLORADO SPRINGS MUNI COS	**Runway Surface Type:**	Asphalt
Airport Elevation:	6184 ft msl	**Runway Surface Condition:**	Dry
Runway Used:	17R	**IFR Approach:**	None
Runway Length/Width:	13500 ft / 150 ft	**VFR Approach/Landing:**	Touch and go

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:**	38.890888,-104.6996(est)

Administrative Information

Investigator In Charge (IIC):	Struhsaker, James
Additional Participating Persons:	DAVID F GONZALES; DENVER , CO
Original Publish Date:	February 15, 2001
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=20537