



Aviation Investigation Final Report

Location:	PRESCOTT, Arizona	Accident Number:	LAX83LA283
Date & Time:	June 13, 1983, 20:58 Local	Registration:	N7927L
Aircraft:	BEECH A23-24	Aircraft Damage:	Substantial
Defining Event:		Injuries:	4 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE CROSS COUNTRY FLT WAS MADE LATER THAN THE PILOT INTENDED. THE PILOT HAD NEVER LANDED THIS MODEL ACFT ON A DARK NIGHT AT A HIGH DENSITY ALT ARPT. THE PILOT REPORTED THAT THINGS WERE HAPPENING A LOT FASTER THAN HE WAS ACCUSTOMED TO. BY THE TIME HE SAW THE RWY IT WAS TOO LATE TO FLARE. THE ACFT LANDED HARD AND THE NOSE GEAR COLLAPSED.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

Occurrence #1: HARD LANDING
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (F) LIGHT CONDITION - DARK NIGHT
 2. (F) WEATHER CONDITION - HIGH DENSITY ALTITUDE
 3. (C) LEVEL OFF - IMPROPER - PILOT IN COMMAND
 4. (F) LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
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Occurrence #2: NOSE GEAR COLLAPSED

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

5. (F) LANDING GEAR,NOSE GEAR ASSEMBLY - OVERLOAD
6. (F) LANDING GEAR,TIRE - FAILURE,PARTIAL

Factual Information

Pilot Information

Certificate:	Private	Age:	38, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	November 12, 1981
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	147 hours (Total, all aircraft), 40 hours (Total, this make and model), 91 hours (Pilot In Command, all aircraft), 32 hours (Last 90 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N7927L
Model/Series:	A23-24 A23-24	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	MA-114
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	October 25, 1982 Annual	Certified Max Gross Wt.:	2550 lbs
Time Since Last Inspection:	54 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	3113 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	IO-360-A2B
Registered Owner:	DAVID CASEY & P. KRAETZER	Rated Power:	200 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:	Night/dark
Observation Facility, Elevation:	PRC ,5042 ft msl	Distance from Accident Site:	
Observation Time:	20:54 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	15 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	310°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	17°C / -12°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	HEMET , CA (HMT)	Type of Flight Plan Filed:	VFR
Destination:		Type of Clearance:	None
Departure Time:	18:10 Local	Type of Airspace:	Airport advisory area;Class E

Airport Information

Airport:	LOVE FIELD PRC	Runway Surface Type:	Asphalt
Airport Elevation:	5042 ft msl	Runway Surface Condition:	Dry
Runway Used:	29	IFR Approach:	None
Runway Length/Width:	4402 ft / 75 ft	VFR Approach/Landing:	Full stop;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	3 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	4 None	Latitude, Longitude:	34.620056,-112.419845(est)

Administrative Information

Investigator In Charge (IIC): Pollack, Wayne

Additional Participating Persons:

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=23748>

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](#).