



Aviation Investigation Final Report

Location:	POMPANO BEACH, Florida	Accident Number:	MIA86LA195
Date & Time:	June 29, 1986, 10:26 Local	Registration:	N5021M
Aircraft:	BEECH C23	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PLT STATED THAT ON APPROACH HE NOTED THAT HE HAD NO LEFT RUDDER CONTROL AND DURING LANDING ROLL, THE AIRCRAFT VEERED OFF THE LEFT SIDE OF THE RUNWAY COLLAPSING THE NOSE GEAR. POST CRASH EXAMINATION OF THE NOSE GEAR REVEALED THAT THE NOSE WHEEL STEERING HOUSING WAS CRACKED AND THE NOSE WHEEL WAS JAMMED FULL LEFT CAUSING THE AIRCRAFT TO VEER OFF THE LEFT SIDE OF THE RUNWAY DURING LANDING ROLL.

Probable Cause and Findings

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

Findings

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

Findings
1. (C) LANDING GEAR,STEERING SYSTEM - JAMMED

Occurrence #2: NOSE GEAR COLLAPSED
Phase of Operation: LANDING - ROLL

Factual Information

Pilot Information

Certificate:	Private	Age:	33, Male
Airplane Rating(s):	Single-engine land	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-w/ waivers/lim	Last FAA Medical Exam:	June 17, 1986
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	175 hours (Total, all aircraft), 8 hours (Total, this make and model), 131 hours (Pilot In Command, all aircraft), 5 hours (Last 90 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N5021M
Model/Series:	C23 C23	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	M-2048
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	October 28, 1985 100 hour	Certified Max Gross Wt.:	2450 lbs
Time Since Last Inspection:	85 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2315 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-260-A4K
Registered Owner:		Rated Power:	180 Horsepower
Operator:	POMPANO SR.SQUADRON FLYING	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:	PMP ,20 ft msl	Distance from Accident Site:	
Observation Time:	10:26 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 2000 ft AGL	Visibility	15 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	70°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	24°C / 23°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	KEY WEST , FL (EYW)	Type of Flight Plan Filed:	VFR
Destination:		Type of Clearance:	VFR
Departure Time:	09:00 Local	Type of Airspace:	Class E

Airport Information

Airport:	POMPANO AIRPARK PMP	Runway Surface Type:	Asphalt
Airport Elevation:	20 ft msl	Runway Surface Condition:	Dry
Runway Used:	5	IFR Approach:	None
Runway Length/Width:	4000 ft / 100 ft	VFR Approach/Landing:	Full stop;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC): Hill, Bruce

Additional Participating Persons:

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=31663>

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](#).