



# Aviation Investigation Final Report

<b>Location:</b>	TAMPA, Florida	<b>Accident Number:</b>	MIA93LA139
<b>Date &amp; Time:</b>	June 6, 1993, 15:15 Local	<b>Registration:</b>	N24693
<b>Aircraft:</b>	BEECH 23	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	4 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

THE PILOT STATED THAT THE AIRCRAFT FLOATED DURING THE LANDING FLARE AND HE LOWERED THE NOSE SLIGHTLY. THE NOSE LANDING GEAR CONTACTED THE RUNWAY AND THE AIRCRAFT BEGAN TO PORPOISE WITH THE NOSE GEAR CONTACTING THE RUNWAY EACH TIME. ON THE THIRD PORPOISE THE NOSE LANDING GEAR COLLAPSED AND THE AIRCRAFT SLID TO A STOP.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT-IN-COMMAND'S IMPROPER LANDING FLARE, WHICH RESULTED IN THE AIRCRAFT BOUNCING AND ENTERING A PORPOISE MANEUVER. CONTRIBUTING TO THE ACCIDENT WAS HIS FAILURE TO RECOVER FROM THE BOUNCED LANDING AND PERFORM A GO-AROUND.

## Findings

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

### Findings

1. (C) FLARE - IMPROPER - PILOT IN COMMAND
2. (C) PORPOISE/PILOT-INDUCED OSCILLATION - INADVERTENT - PILOT IN COMMAND
3. (C) RECOVERY FROM BOUNCED LANDING - NOT PERFORMED - PILOT IN COMMAND
4. (C) GO-AROUND - NOT PERFORMED - PILOT IN COMMAND

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Occurrence #2: NOSE GEAR COLLAPSED  
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings  
5. LANDING GEAR,NOSE GEAR - OVERLOAD

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	33, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical-w/ waivers/lim	<b>Last FAA Medical Exam:</b>	May 25, 1993
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	164 hours (Total, all aircraft), 4 hours (Total, this make and model), 99 hours (Pilot In Command, all aircraft), 5 hours (Last 90 days, all aircraft), 4 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	BEECH	<b>Registration:</b>	N24693
<b>Model/Series:</b>	23 23	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	M-1443
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	May 15, 1993 100 hour	<b>Certified Max Gross Wt.:</b>	2450 lbs
<b>Time Since Last Inspection:</b>	33 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	4458 Hrs	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	O-360-A4J
<b>Registered Owner:</b>	GORDON, KEITH R.	<b>Rated Power:</b>	180 Horsepower
<b>Operator:</b>	GORDON, KEITH R.	<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	TPA ,27 ft msl	<b>Distance from Accident Site:</b>	5 Nautical Miles
<b>Observation Time:</b>	14:50 Local	<b>Direction from Accident Site:</b>	20°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	15 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	9 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	250°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30 inches Hg	<b>Temperature/Dew Point:</b>	33°C / 17°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	MIAMI , FL (TMB )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	13:00 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	PETER O KNIGHT TPF	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	8 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	21	<b>IFR Approach:</b>	
<b>Runway Length/Width:</b>	3405 ft / 100 ft	<b>VFR Approach/Landing:</b>	Traffic pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	3 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	4 None	<b>Latitude, Longitude:</b>	

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Kennedy, Jeffrey
<b>Additional Participating Persons:</b>	JERRY WILKEY; ORLANDO , FL
<b>Original Publish Date:</b>	December 3, 1993
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=33279">https://data.nts.gov/Docket?ProjectID=33279</a>

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