



Aviation Investigation Final Report

Location:	PALATKA, Florida	Accident Number:	ATL97LA038
Date & Time:	February 3, 1997, 11:05 Local	Registration:	N2379L
Aircraft:	Beech 23	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

While on a local flight, the pilot of Beech 23, N2379L, did a number of touch-and-go landings. On his final landing, he heard the pilot of another aircraft reported that they were also in the landing pattern. The pilot of N2379L decided to land long in order to be close to a taxiway, in consideration of the other aircraft. He made a flat touchdown, at which time, he heard a 'crack.' The pilot pulled back on the yoke, and the aircraft porpoised, then settled back to the runway. The nose gear collapsed, and the aircraft skidded off the side of the runway. A fire erupted from the wheel well, which was extinguished by a hand held fire extinguisher. The cause of the nose gear failure was not determined.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: failure of the nose gear for undetermined reason(s).

Findings

Occurrence #1: NOSE GEAR COLLAPSED
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED
2. (C) LANDING GEAR,NOSE GEAR - FAILURE

Occurrence #2: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: LANDING - ROLL

Occurrence #3: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING - ROLL

Factual Information

On February 3, 1997, about 1105 eastern standard time, a Beech 23, N2379L, collapsed the nose landing gear during landing at the Kay Larkin Airport, Palatka, Florida. The airplane was operated by the pilot under the provisions of Title 14 CFR Part 91, and visual flight rules. Visual meteorological conditions prevailed. A flight plan was not filed for the local, personal flight. There were no injuries to the private pilot or his passenger, and the airplane was substantially damaged. Origination of the flight was Palatka, about 1000, on the same day.

The pilot stated that the airplane was a 1963 model and had been used by a flight school prior to his ownership. The accident occurred during a local flight as the pilot was conducting touch and go landings to runway 35. On his final landing, another flight reported on the UNICOM frequency that they would also be landing on runway 35. The pilot said he extended his approach to touchdown so as to land near a taxiway toward the end of the runway, in consideration of the trailing airplane. He made a flat touchdown, at which time he heard a "crack." The pilot stated he then "immediately pulled the yoke all the way back". The airplane porpoised. As the second touchdown was accomplished, the pilot noted the nose gear was folding under. He eased the nose down, and applied left brake to veer the airplane off the runway. The nose tire caught fire, the pilot said, and the fire burned through the cockpit floor. After evacuating the airplane, the pilot used a hand held fire extinguisher to put out the flames.

Afterwards, the pilot observed that the nose gear had collapsed rearward. A FAA inspector noted there was fire damage to the nose wheel area, and the firewall was damaged from the nose gear failure. The cause of the nose gear failure was undetermined.

Pilot Information

Certificate:	Private	Age:	57, 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--no waivers/lim.	Last FAA Medical Exam:	May 22, 1995
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	800 hours (Total, all aircraft), 200 hours (Total, this make and model), 10 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	Registration:	N2379L
Model/Series:	23 23	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	M-219
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	August 20, 1996 Annual	Certified Max Gross Wt.:	2300 lbs
Time Since Last Inspection:	16 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1714 Hrs	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	O-320
Registered Owner:	LOYD H. SMITH	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:	SGJ ,11 ft msl	Distance from Accident Site:	28 Nautical Miles
Observation Time:	10:54 Local	Direction from Accident Site:	40°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	70°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	20°C / 10°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(28J)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	10:15 Local	Type of Airspace:	Class D

Airport Information

Airport:	KAY LARKIN 28J	Runway Surface Type:	Asphalt
Airport Elevation:	49 ft msl	Runway Surface Condition:	Dry
Runway Used:	35	IFR Approach:	None
Runway Length/Width:	3500 ft / 75 ft	VFR Approach/Landing:	Touch and go

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	On-ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	29.640115,-81.650138(est)

Administrative Information

Investigator In Charge (IIC): Hicks, Preston

Additional Participating Persons: MIKE CICHNOSKI;
REGAN H CAMPBELL;

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Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.ntsb.gov/Docket?ProjectID=3820>

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