



Aviation Investigation Final Report

Location:	HOMESTEAD, Florida	Accident Number:	MIA99LA115
Date & Time:	March 28, 1999, 10:06 Local	Registration:	N8883M
Aircraft:	Beech A23	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot experienced a reported loss of engine power at 60 feet and elected not to land straight ahead. The pilot maneuvered the airplane to the left. The right main landing gear touched down, the airplane bounced to the left striking the left wing tip and landing gear before the airplane skidded to a stop. The reported loss of engine power could not be determined.

Probable Cause and Findings

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

The pilots improper decision not to land straight ahead after sustaining a reported loss of engine power on initial take off climb with sufficient runway remaining, and improper recovery from a bounced landing resulting in a subsequent in-flight collision with terrain. The reported loss of engine power was not determined.

Findings

Occurrence #1: LOSS OF ENGINE POWER
Phase of Operation: CLIMB

Findings

1. POWERPLANT - UNDETERMINED
2. (C) IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND

Occurrence #2: FORCED LANDING
Phase of Operation: TAKEOFF - INITIAL CLIMB

Occurrence #3: HARD LANDING
Phase of Operation: DESCENT - EMERGENCY

Findings

3. TERRAIN CONDITION - GROUND
4. (C) RECOVERY FROM BOUNCED LANDING - NOT PERFORMED - PILOT IN COMMAND

Factual Information

On March 28, 1999, about 1006 eastern standard time, a Beech A23, N8883M, registered to Mathis Paint and Body, operating as a 14 CFR Part 91 personal flight, crashed on initial climbout from Homestead General Aviation Airport, Homestead, Florida. Visual meteorological conditions prevailed and no flight plan was filed. The airplane sustained substantial damage. The private pilot and one passenger reported no injuries. The flight was originating at the time of the accident.

The pilot stated he departed from runway 09. "At approximately 60 feet above the field the engine loss power and vibrated extremely....I then made a poor judgement call and turned the plane into a 45 degree angle. After the rollout I saw a clearing and headed for it." The right main landing gear touched down, the airplane bounced to the left striking the wing tip and landing left landing gear, before the airplane skidded to a stop.

The FAA stated, "the overall condition of the engine appeared to be poor. Many spark plugs were badly rusted, hoses, wiring, and accessories appeared to be old and in need of inspection." The airplane was examined by an airframe and powerplant mechanic. The propeller was pulled through and compression was present. The crankshaft and propeller moved freely.

Pilot Information

Certificate:	Private	Age:	46,U
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	March 10, 1998
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	719 hours (Total, all aircraft), 310 hours (Total, this make and model), 619 hours (Pilot In Command, all aircraft), 15 hours (Last 90 days, all aircraft), 7 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	Registration:	N8883M
Model/Series:	A23 A23	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	M632
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	June 14, 1998 Annual	Certified Max Gross Wt.:	2350 lbs
Time Since Last Inspection:	105 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1798 Hrs	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	IO-340A
Registered Owner:	MATHIS PAINT AND BODY	Rated Power:	165 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:	HST	Distance from Accident Site:	8 Nautical Miles
Observation Time:	09:55 Local	Direction from Accident Site:	90°
Lowest Cloud Condition:	Scattered / 3000 ft AGL	Visibility	7 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	12 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	90°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	27°C / 20°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(X51)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	10:06 Local	Type of Airspace:	Class G

Airport Information

Airport:	HOMESTEAD GENERAL X-51	Runway Surface Type:	
Airport Elevation:	9 ft msl	Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Forced landing

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:	25.529331,-80.38932(est)

Administrative Information

Investigator In Charge (IIC):	Smith, Carrol
Additional Participating Persons:	HAL J KENNEDY; MIAMI , FL
Original Publish Date:	April 20, 2001
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=45983

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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](#).