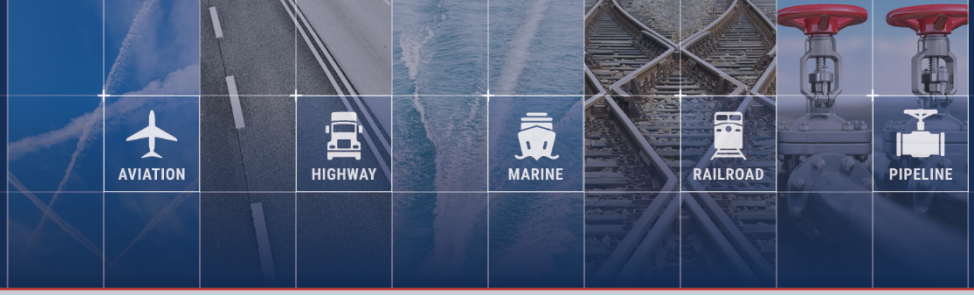


# Aviation Investigation Final Report

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