



Aviation Investigation Final Report

Location:	COLUMBUS, Mississippi	Accident Number:	ATL01LA025
Date & Time:	January 20, 2001, 15:00 Local	Registration:	N7107N
Aircraft:	Beech BE-23	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

According to the pilot, this was the first flight following the completion of the annual maintenance inspection. The pilot stated that during taxi he noticed that the nose wheel steering seemed slightly "stiff" when applying right rudder, and slightly "less responsive" when applying left rudder. The pilot stated that during the landing roll, the airplane veered to the right, and he subsequently applied rudder to correct for the drift condition. The airplane veered to the left again and started to skid, which resulted in the right main landing gear collapse. Examination of the airplane failed to disclose any mechanical malfunction or component failure.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilots failure to maintain directional control of the airplane ,and subsequently resulted in the collapse of the right main landing gear.

Findings

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

Findings

1. (C) LANDING GEAR,MAIN GEAR - OVERLOAD
2. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Factual Information

On January 20, 2001, at 1500 central standard time, a Beech BE-23, N7107N, right main landing gear collapsed during a landing on runway 36 at the Golden Triangle Regional Airport in Columbus, Mississippi. The personal flight was operated by the pilot under the provisions of Title 14 CFR Part 91 with no flight plan filed. Visual weather conditions prevailed at the time of the accident. The airplane received substantial damage, and the pilot was not injured. The flight departed Columbus, Mississippi, at 1440 hours.

According to the pilot, this was the first flight following the completion of the annual maintenance inspection, which included replacement of the top half of the nose gear. The pilot stated that during taxi he noticed that the nose wheel steering seemed slightly "stiff" when applying right rudder, and slightly "less responsive" when applying left rudder. After about 15 minutes of flight, the pilot returned to the airport for a landing. The pilot stated that during the landing roll, the airplane veered to the right, and he subsequently applied rudder to correct for the drift condition. After several lateral oscillations, the airplane veered to the left again and started to skid. As the airplane continued the left skid, the right main landing gear collapsed and the right wheel assembly separated from the strut.

According to the pilot, the aircraft had recently had nose gear maintenance at a local repair facility. Examination of the airplane failed to disclose any mechanical malfunction or component failure.

Pilot Information

Certificate:	Airline transport; Military; Private	Age:	43, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	September 27, 2000
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	August 30, 2000
Flight Time:	4696 hours (Total, all aircraft), 640 hours (Total, this make and model), 3242 hours (Pilot In Command, all aircraft), 170 hours (Last 90 days, all aircraft), 116 hours (Last 30 days, all aircraft), 55 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	Registration:	N7107N
Model/Series:	BE-23	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	M1192
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	January 20, 2001 Annual	Certified Max Gross Wt.:	2450 lbs
Time Since Last Inspection:	0.3 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2488 Hrs at time of accident	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	O-360A2G
Registered Owner:	GORDON BURNS	Rated Power:	180 Horsepower
Operator:		Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	GTR,264 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	15:00 Local	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	Broken / 3500 ft AGL	Visibility (RVR):	0 ft
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	330°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.23 inches Hg	Temperature/Dew Point:	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	COLUMBUS, MS (GTR)	Type of Flight Plan Filed:	None
Destination:	COLUMBUS, MS (GTR)	Type of Clearance:	VFR
Departure Time:	15:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	GOLDEN TRIANGLE GTR	Runway Surface Type:	Asphalt
Airport Elevation:	264 ft msl	Runway Surface Condition:	Dry
Runway Used:	36	IFR Approach:	None
Runway Length/Width:	6497 ft / 150 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	33.499214,-88.399032(est)

Administrative Information

Investigator In Charge (IIC):	Powell, Phillip
Additional Participating Persons:	Dan Malone; Jackson FSDO; Jackson, MS
Original Publish Date:	July 30, 2001
Last Revision Date:	
Investigation Class:	Class
Note:	The NTSB traveled to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=51371

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