



# Aviation Investigation Final Report

<b>Location:</b>	E. Stroudsburg, Pennsylvania	<b>Accident Number:</b>	IAD04CA004
<b>Date &amp; Time:</b>	December 9, 2003, 12:45 Local	<b>Registration:</b>	N7202R
<b>Aircraft:</b>	Beech BE-55	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The airplane ballooned during the landing flare. The pilot then applied a nose down correction and subsequently landed hard on the nose gear. The nose gear collapsed and the airplane skidded to a stop.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's improper flare, which resulted in a hard landing and collapse of the nose landing gear.

## Findings

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

Findings  
1. (C) FLARE - IMPROPER - PILOT IN COMMAND  
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Occurrence #2: NOSE GEAR COLLAPSED  
Phase of Operation: LANDING - FLARE/TOUCHDOWN

## Factual Information

On December 9, 2003, about 1245 eastern standard time, a Beech BE-55, N7202R, was substantially damaged while landing at Stroudsburg-Pocono Airport (N53), East Stroudsburg, Pennsylvania. The certificated commercial pilot was not injured. Visual meteorological conditions prevailed, and the airplane was not operating on a flight plan. The personal flight, which originated at Sullivan County International Airport (MSV), Monticello, New York, was conducted under 14 CFR Part 91.

According to the pilot, the airplane ballooned during the landing flare. The pilot then applied a nose down correction and subsequently landed hard on the nose landing gear. The nose gear collapsed, and the airplane skidded to a stop.

When asked what could have been done to prevent the accident, the pilot stated that he should have performed a go-around.

The weather reported at Pocono Mountains Municipal Airport (MPO) Mount Pocono, Pennsylvania, 12 nautical miles to the northwest, at 1153, included variable winds at 3 knots, 10 miles visibility, an overcast ceiling at 8,500 feet, temperature 28 degrees Fahrenheit, dew point 19 degrees Fahrenheit, and a barometric pressure of 30.16 inches of mercury.

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	68, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	
<b>Instructor Rating(s):</b>		<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical-w/ waivers/lim	<b>Last FAA Medical Exam:</b>	December 12, 2001
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	April 13, 2003
<b>Flight Time:</b>	1047 hours (Total, all aircraft), 120 hours (Total, this make and model), 14 hours (Last 90 days, all aircraft), 4 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Beech	<b>Registration:</b>	N7202R
<b>Model/Series:</b>	BE-55	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	TC-1819
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	
<b>Date/Type of Last Inspection:</b>	April 5, 2003 Annual	<b>Certified Max Gross Wt.:</b>	5100 lbs
<b>Time Since Last Inspection:</b>	20 Hrs	<b>Engines:</b>	2 Reciprocating
<b>Airframe Total Time:</b>	3400 Hrs	<b>Engine Manufacturer:</b>	Teledyne Continental
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	IO-470-L21
<b>Registered Owner:</b>	William Pagano	<b>Rated Power:</b>	260 Horsepower
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	KMPO, 1916 ft msl	<b>Distance from Accident Site:</b>	12 Nautical Miles
<b>Observation Time:</b>	11:53 Local	<b>Direction from Accident Site:</b>	315°
<b>Lowest Cloud Condition:</b>		<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	Overcast / 85 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	3 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>		<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30.15 inches Hg	<b>Temperature/Dew Point:</b>	-2°C / -7°C
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	Monticello, NY (MSV)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	E. Stroudsburg, PA (N53)	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	12:15 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	Stroudsburg-Pocono Airport N53	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>		<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	8	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	3087 ft / 30 ft	<b>VFR Approach/Landing:</b>	Unknown

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	41.035831,-75.160552

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Cox, Paul
<b>Additional Participating Persons:</b>	Jerry Henninger; Allentown
<b>Original Publish Date:</b>	March 2, 2004
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	This accident report documents the factual circumstances of this accident as described to the NTSB.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=58447">https://data.nts.gov/Docket?ProjectID=58447</a>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).