



Aviation Investigation Final Report

Location:	GULFPORT, Mississippi	Accident Number:	ATL83LA248
Date & Time:	July 2, 1983, 08:50 Local	Registration:	N6754T
Aircraft:	BEECH C23	Aircraft Damage:	Substantial
Defining Event:		Injuries:	4 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE ACFT MADE A HARD LANDING, COLLAPSING THE NOSE GEAR AFTER WHICH A FIRE STARTED. THE PILOT HAD APPROACHED THE ARPT TOO HIGH. THE TOWER RECOGNIZED THIS AND ASKED THE PILOT IF HE NEEDED TO MAKE A 360 DEGREE TURN. THE PILOT DID A 360 BUT WAS STILL TOO HIGH SO HE DID A 'FORWARD SLIP' AT 70 MPH WITH FULL FLAPS TO WITHIN 100 FT OF THE RWY. JUST PRIOR TO TOUCHDOWN THE ACFT AIRSPEED WAS LESS THAN 63 KTS. THE ACFT BOUNCED TWICE BEFORE COLLAPSING THE NOSE GEAR. AT ONE POINT THE PILOT CONSIDERED A GO-AROUND BUT NEVER INITIATED IT.

Probable Cause and Findings

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

Findings

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

Findings

1. (F) PROPER DESCENT RATE - NOT ATTAINED - PILOT IN COMMAND
2. (F) LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
3. (C) AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND
4. (C) RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
5. (C) ABORTED LANDING - NOT PERFORMED - PILOT IN COMMAND

6. (C) GO-AROUND - PERFORMED - PILOT IN COMMAND

Occurrence #2: NOSE GEAR COLLAPSED

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

7. (F) LANDING GEAR, NOSE GEAR ASSEMBLY - OVERLOAD

Factual Information

Pilot Information

Certificate:	Private	Age:	34, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	July 2, 1982
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	72 hours (Total, all aircraft), 15 hours (Total, this make and model), 23 hours (Pilot In Command, all aircraft), 18 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N6754T
Model/Series:	C23 C23	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Aerobatic	Serial Number:	M2274
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	January 18, 1983 Annual	Certified Max Gross Wt.:	2450 lbs
Time Since Last Inspection:	84 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1475 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-360-A4K
Registered Owner:	BATON ROUGE AIRCRAFT, INC.	Rated Power:	180 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:	GPT ,28 ft msl	Distance from Accident Site:	
Observation Time:	08:56 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 2000 ft AGL	Visibility	7 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	3 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	250°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	27°C / 24°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	BATON ROUGE , LA (BTR)	Type of Flight Plan Filed:	VFR
Destination:		Type of Clearance:	
Departure Time:	07:40 Local	Type of Airspace:	

Airport Information

Airport:	GULFPORT/BILOXI GPT	Runway Surface Type:	Asphalt
Airport Elevation:	28 ft msl	Runway Surface Condition:	Dry
Runway Used:	13	IFR Approach:	None
Runway Length/Width:	9002 ft / 150 ft	VFR Approach/Landing:	Full stop;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	3 None	Aircraft Fire:	On-ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	4 None	Latitude, Longitude:	30.47084,-89.150398(est)

Administrative Information

Investigator In Charge (IIC): Fouts, Charles

Additional Participating Persons:

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=6107>

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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](#).