



Aviation Investigation Final Report

Location:	Cedar key, Florida	Accident Number:	MIA05CA114
Date & Time:	May 28, 2005, 12:00 Local	Registration:	N16CT
Aircraft:	Beech F33A	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot stated everything seemed normal on final approach, and it felt like he was going to touchdown very close to the approach end of the runway, so he added power. He said at best he can remember, the airplane was about 8 to 12 feet above the runway, and does not know if the winds at the water's edge caused him to make a hard landing or not. He said he landed hard on the nose, the nose gear collapsed, and the airplane skidded to a stop.

Probable Cause and Findings

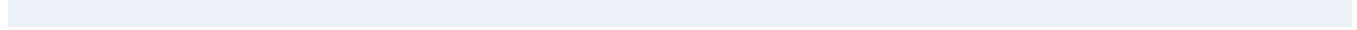
The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilots improper landing flare/touchdown, which resulted in a hard landing, and damage to the airplane.

Findings

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

Findings
1. (C) FLARE - IMPROPER - PILOT IN COMMAND

Occurrence #2: NOSE GEAR COLLAPSED
Phase of Operation: LANDING - ROLL



Factual Information

On May 28, 2005 about 1400 eastern daylight Time, a Beech BE- 33-F33, N16CT, registered to are operated by a private individual as a Title 14 CFR Part 91 personal flight, made a hard landing at Cedar Key, Florida. Visual meteorological conditions prevailed, and no flight plan was filed. The private rated pilot, and one passenger, were not injured, and the airplane incurred substantial damage. The flight originated in Panama City, Florida, the same day, about 1100.

The pilot stated that as he approached to land at Cedar Key Florida. He made a pass over the airport to check the wind, and determined that the wind favored runway 23, so he entered the airport traffic pattern and prepared to land. He said everything seemed normal on final approach, and it felt like he was going to touchdown very close the approach end of the runway, so he added power. He said as best he can remember, the airplane was about 8 to 12 feet above the runway ,and does not know if the winds at the water's edge caused him to make a hard landing are not. He said he landed hard on the nose, the nose gear collapsed, and the airplane skidded to a stop.

Pilot Information

Certificate:	Private	Age:	70, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3	Last FAA Medical Exam:	February 1, 2005
Occupational Pilot:	No	Last Flight Review or Equivalent:	May 1, 2003
Flight Time:	800 hours (Total, all aircraft), 100 hours (Total, this make and model), 12 hours (Last 90 days, all aircraft), 4 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	Registration:	N16CT
Model/Series:	F33A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	BE843
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	August 1, 2004 Annual	Certified Max Gross Wt.:	3400 lbs
Time Since Last Inspection:	80 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2900 Hrs as of last inspection	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	IO-520-BB
Registered Owner:	Joseph Louis Miller	Rated Power:	285 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:	CTY	Distance from Accident Site:	
Observation Time:	13:53 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	9 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	270°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.92 inches Hg	Temperature/Dew Point:	29°C / 17°C
Precipitation and Obscuration:			
Departure Point:	Panama City, FL (PFN)	Type of Flight Plan Filed:	None
Destination:	Cedar key, FL (CDK)	Type of Clearance:	None
Departure Time:	11:00 Local	Type of Airspace:	

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:	29.136943,-83.048332

Administrative Information

Investigator In Charge (IIC):	Lovell, John
Additional Participating Persons:	Murray Huling; Tampa, Florida
Original Publish Date:	September 13, 2005
Last Revision Date:	
Investigation Class:	Class
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=61618

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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](#).