



Aviation Investigation Final Report

Location:	Mena, Arkansas	Accident Number:	DFW06CA153
Date & Time:	June 2, 2006, 15:30 Local	Registration:	N950RM
Aircraft:	Piper PA-23-250	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

While executing a visual approach to runway 35, the 7,600-hour private pilot confirmed that the landing gear was extended. The pilot reported, that immediately after touching down on the 5,000-foot long, by 75-foot wide asphalt runway, he noticed a lower than usual nose attitude and applied aft pressure on the yoke which resulted in the airplane becoming airborne. The pilot added that "upon settling back onto the runway" the nose landing gear collapsed and the airplane veered to the left. According to a Federal Aviation Administration (FAA) inspector, who examined the twin-engine airplane, the pilot "made a hard nose wheel landing which caused the airplane to bounce back into the air." The FAA inspector added that, "Upon another hard landing the nose wheel blew out and the left main gear collapsed." The pilot reported having accumulated approximately 300 hours in the same and model aircraft. The wind at the time of the mishap was reported as light and variable.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's improper landing flare resulting in a hard landing and his improper recovery procedures for a bounced landing.

Findings

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

Findings

1. (C) FLARE - IMPROPER - PILOT IN COMMAND
2. PORPOISE/PILOT-INDUCED OSCILLATION - ENCOUNTERED - PILOT IN COMMAND
3. (C) RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND

Occurrence #2: GEAR COLLAPSED

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Factual Information

While executing a visual approach to runway 35, the 7,600-hour private pilot confirmed that the landing gear was extended. The pilot reported, that immediately after touching down on the 5,000-foot long, by 75-foot wide asphalt runway, he noticed a lower than usual nose-down attitude and applied aft pressure on the yoke, which resulted in the airplane becoming airborne. The pilot added that "upon settling back onto the runway" the nose landing gear collapsed and the airplane veered to the left. According to a Federal Aviation Administration (FAA) inspector, who examined the twin-engine airplane, the pilot "made a hard nose wheel landing which caused the airplane to bounce back into the air." The FAA inspector added that, "Upon another hard landing the nose wheel blew out and the left main gear collapsed." The pilot reported having accumulated approximately 300 hours in the same and model aircraft. The wind at the time of the mishap was reported as light and variable.

Pilot Information

Certificate:	Private	Age:	73, Male
Airplane Rating(s):	Single-engine land; Multi-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 Without waivers/limitations	Last FAA Medical Exam:	July 1, 2004
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	7600 hours (Total, all aircraft), 300 hours (Total, this make and model), 7600 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N950RM
Model/Series:	PA-23-250	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	27-4781
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	August 1, 2005 Annual	Certified Max Gross Wt.:	5200 lbs
Time Since Last Inspection:		Engines:	2 Reciprocating
Airframe Total Time:	3608 Hrs as of last inspection	Engine Manufacturer:	Lycoming
ELT:	Installed	Engine Model/Series:	T10-540-CIA
Registered Owner:	Ken McRee	Rated Power:	250 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:	FSM	Distance from Accident Site:	48 Nautical Miles
Observation Time:	14:53 Local	Direction from Accident Site:	360°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.04 inches Hg	Temperature/Dew Point:	29°C / 12°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Brownfield, TX (Q26)	Type of Flight Plan Filed:	None
Destination:	Mena, AR (MEZ)	Type of Clearance:	None
Departure Time:	12:00 Local	Type of Airspace:	

Airport Information

Airport:	Mena Intermountain Municipal MEZ	Runway Surface Type:	Asphalt
Airport Elevation:		Runway Surface Condition:	Unknown
Runway Used:	35	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Traffic pattern

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:	34.545276,-94.202774

Administrative Information

Investigator In Charge (IIC):	Yeager, Leah
Additional Participating Persons:	Gerald Accord; Little Rock, Arkansas
Original Publish Date:	October 3, 2006
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=63855

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