



AVIATION



HIGHWAY



MARINE



RAILROAD



PIPELINE

Aviation Investigation Final Report

Location:	Pompano Beach, Florida	Accident Number:	ATL07CA121
Date & Time:	August 27, 2007, 14:12 Local	Registration:	N61265
Aircraft:	Beech BE-76	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

The private pilot was conducting a short field landing on his first instructional flight in a multi-engine airplane. The certified flight instructor (CFI) stated the pilot cut the power to both engines 5 to 8 feet over the runway. The airplane touched down on the runway and both pilot's reported hearing a noise from under the right wing. The CFI stated, "I immediately took over the controls and cut the power to both engines. We skidded into the grass on the right side of the runway, and I cut the mixtures, turned the fuel selectors off took control of the airplane and cut all power after contacting PMP tower." Examination of the airplane revealed the airplane landed hard and separated the right main landing gear sustaining structural damage to the left engine nacelle and the fuselage aft of the wings.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's improper flare resulting in a hard landing. A factor in the accident was the certified flight instructor's inadequate supervision.

Findings

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

Findings

1. (C) FLARE - IMPROPER - DUAL STUDENT
2. (F) SUPERVISION - IMPROPER - PILOT IN COMMAND(CFI)

Factual Information

The private pilot was conducting a short field landing to runway 15 at Pompano Beach Airpark (PMP), Pompano Beach, Florida, on his first instructional flight in a multi-engine airplane. The certified flight instructor (CFI) stated the pilot cut the power to both engines 5 to 8 feet over the runway. Both pilot's reported hearing a noise from under the right wing. The CFI stated, "I immediately took over the controls and cut the power to both engines. We skidded into the grass on the right side of the runway, and I cut the mixtures, turned the fuel selectors off took control of the airplane and cut all power after contacting PMP tower."

Examination of the airplane by the FAA revealed the airplane landed hard and separated the right main landing gear. The airplane received structural damage to the left engine nacelle and the fuselage aft of the wings.

Flight instructor Information

Certificate:	Commercial; Flight instructor	Age:	29, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine; Instrument airplane	Toxicology Performed:	No
Medical Certification:	Class 1 Without waivers/limitations	Last FAA Medical Exam:	July 1, 2007
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	July 1, 2007
Flight Time:	1360 hours (Total, all aircraft), 200 hours (Total, this make and model), 1300 hours (Pilot In Command, all aircraft), 310 hours (Last 90 days, all aircraft), 80 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Pilot Information

Certificate:	Private	Age:	31,Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	October 1, 2004
Occupational Pilot:	No	Last Flight Review or Equivalent:	June 1, 2007
Flight Time:	151 hours (Total, all aircraft), 1 hours (Total, this make and model), 88 hours (Pilot In Command, all aircraft), 40 hours (Last 90 days, all aircraft), 13 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	Registration:	N61265
Model/Series:	BE-76	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	ME135
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	August 1, 2007 100 hour	Certified Max Gross Wt.:	3900 lbs
Time Since Last Inspection:	8 Hrs	Engines:	2 Reciprocating
Airframe Total Time:	4188 Hrs at time of accident	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	O-360-A18D
Registered Owner:	MJF Aviation Inc	Rated Power:	180
Operator:	Professional Flight Training	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KPMP, 19 ft msl	Distance from Accident Site:	
Observation Time:	14:24 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	10 knots / None	Turbulence Type Forecast/Actual:	/
Wind Direction:	150°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.04 inches Hg	Temperature/Dew Point:	31°C / 22°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Pompano Beach, FL (KPMP)	Type of Flight Plan Filed:	None
Destination:	(KPMP)	Type of Clearance:	None
Departure Time:	14:10 Local	Type of Airspace:	

Airport Information

Airport:	Pompano Beach Airpark KPMP	Runway Surface Type:	Asphalt
Airport Elevation:	18 ft msl	Runway Surface Condition:	Dry
Runway Used:	15	IFR Approach:	None
Runway Length/Width:	4418 ft / 150 ft	VFR Approach/Landing:	Traffic pattern

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	26.246944,-80.110832

Administrative Information

Investigator In Charge (IIC):	Smith, Carrol
Additional Participating Persons:	Bruce Hill; Fort Lauderdale FSDO-17
Original Publish Date:	September 27, 2007
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=66521

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