



Aviation Investigation Final Report

| | | | |
|--------------------------------|--------------------------------------|-------------------------|-------------|
| Location: | Titusville, Florida | Accident Number: | NYC08CA177 |
| Date & Time: | May 6, 2008, 11:00 Local | Registration: | N41DZ |
| Aircraft: | Beech 65-A90 | Aircraft Damage: | Substantial |
| Defining Event: | Hard landing | Injuries: | 2 None |
| Flight Conducted Under: | Part 91: General aviation - Personal | | |

Analysis

The pilot was landing the twin-engine, turboprop airplane on a 3,000-foot-long, 70-foot-wide, asphalt runway, when he encountered a high sink rate. He applied engine power; however, the engines did not respond quickly enough to prevent a hard landing. During the hard landing, the main landing gear separated and the left landing gear struck the vertical stabilizer. The pilot subsequently performed a go-around and landed on a grass runway, without further incident. The pilot stated that he did not experience any mechanical malfunctions. He reported 5000 hours of total flight experience, which included 500 hours in the same make and model as the accident airplane.

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.

Findings

| | |
|-----------------|---|
| Aircraft | Landing flare - Incorrect use/operation |
|-----------------|---|

Factual Information

History of Flight

| | |
|--------------------------------|-------------------------------|
| Landing-flare/touchdown | Hard landing (Defining event) |
|--------------------------------|-------------------------------|

Pilot Information

| | | | |
|----------------------------------|--|--|---------------|
| Certificate: | Commercial; Flight instructor | Age: | 53, Male |
| Airplane Rating(s): | Single-engine land; Multi-engine land | Seat Occupied: | Left |
| Other Aircraft Rating(s): | Helicopter | Restraint Used: | |
| Instrument Rating(s): | Airplane | Second Pilot Present: | No |
| Instructor Rating(s): | Airplane multi-engine; Airplane single-engine | Toxicology Performed: | No |
| Medical Certification: | Class 2 With waivers/limitations | Last FAA Medical Exam: | April 1, 2007 |
| Occupational Pilot: | Yes | Last Flight Review or Equivalent: | May 1, 2007 |
| Flight Time: | 5000 hours (Total, all aircraft), 500 hours (Total, this make and model), 4800 hours (Pilot In Command, all aircraft), 0 hours (Last 90 days, all aircraft), 0 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft) | | |

Aircraft and Owner/Operator Information

| | | | |
|--------------------------------------|------------------------|---------------------------------------|-----------------|
| Aircraft Make: | Beech | Registration: | N41DZ |
| Model/Series: | 65-A90 | Aircraft Category: | Airplane |
| Year of Manufacture: | | Amateur Built: | |
| Airworthiness Certificate: | Normal | Serial Number: | LJ-269 |
| Landing Gear Type: | Retractable - Tricycle | Seats: | 2 |
| Date/Type of Last Inspection: | Annual | Certified Max Gross Wt.: | 9650 lbs |
| Time Since Last Inspection: | | Engines: | 2 Turbo prop |
| Airframe Total Time: | | Engine Manufacturer: | Pratt & Whitney |
| ELT: | | Engine Model/Series: | PT-6-13S |
| Registered Owner: | Fall Air Inc. | Rated Power: | 550 Horsepower |
| Operator: | Titusville Drop Zone | Operating Certificate(s) Held: | None |

Meteorological Information and Flight Plan

| | | | |
|---|----------------------------------|---|------------------|
| Conditions at Accident Site: | Visual (VMC) | Condition of Light: | Day |
| Observation Facility, Elevation: | TIX,34 ft msl | Distance from Accident Site: | 7 Nautical Miles |
| Observation Time: | 10:50 Local | Direction from Accident Site: | 160° |
| Lowest Cloud Condition: | Clear | Visibility | 7 miles |
| Lowest Ceiling: | None | Visibility (RVR): | |
| Wind Speed/Gusts: | 12 knots / | Turbulence Type Forecast/Actual: | / |
| Wind Direction: | 10° | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | 30.01 inches Hg | Temperature/Dew Point: | 27°C |
| Precipitation and Obscuration: | No Obscuration; No Precipitation | | |
| Departure Point: | Titusville, FL (X21) | Type of Flight Plan Filed: | None |
| Destination: | Titusville, FL (X21) | Type of Clearance: | None |
| Departure Time: | | Type of Airspace: | |

Airport Information

| | | | |
|-----------------------------|--------------------------|----------------------------------|-----------|
| Airport: | Arthur Dunn Air Park X21 | Runway Surface Type: | Asphalt |
| Airport Elevation: | 30 ft msl | Runway Surface Condition: | Dry |
| Runway Used: | 33 | IFR Approach: | None |
| Runway Length/Width: | 3000 ft / 70 ft | VFR Approach/Landing: | Full stop |

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: | 28.622222,-80.835556 |

Administrative Information

| | |
|--|---|
| Investigator In Charge (IIC): | Schiada, Luke |
| Additional Participating Persons: | Joeeph W Gramzinsky; FAA/FSDO; Orlando, FL |
| Original Publish Date: | June 30, 2008 |
| 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=67964 |

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](#).