



Aviation Investigation Final Report

Location:	Picayune, Mississippi	Accident Number:	ERA12CA128
Date & Time:	December 28, 2011, 19:00 Local	Registration:	N800BY
Aircraft:	Mitsubishi MU-2B-20	Aircraft Damage:	Substantial
Defining Event:	Hard landing	Injuries:	3 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

According to the pilot, the wind was calm at the time of the accident. The airplane entered the traffic pattern on a left base leg at 120 knots with the landing gear extended and flaps extended to 20 degrees. The pilot turned the airplane onto final approach, and when the runway was assured, extended the flaps to 40 degrees and confirmed the landing gear were down and locked. Upon landing, the airplane suddenly pitched nose down, and the pilot realized there was a discrepancy with the nose landing gear. He applied full thrust reverse, stopped, and secured the airplane on the runway. Postaccident examination of the airplane revealed that the nose landing gear was collapsed, the left main landing gear tire was separated from the wheel, and the wheel assembly was separated from the landing gear. Wrinkles in the fuselage skin near the forward pressure bulkhead were noted on both sides of the airplane. Additionally, the left and right upper and lower wing spars were distorted, and the fuel tanks at the wingtips were dislodged and loose from their mountings, consistent with substantial damage. The pilot reported no mechanical malfunctions or anomalies with the airplane, but the damage was consistent with a hard landing.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's excessive rate of descent during the landing flare/touchdown, which resulted in a hard landing.

Findings

Aircraft	Descent rate - Capability exceeded
Personnel issues	Incorrect action selection - Pilot

Factual Information

History of Flight

Landing-flare/touchdown	Hard landing (Defining event)
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Pilot Information

Certificate:	Private	Age:	57, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 With waivers/limitations	Last FAA Medical Exam:	September 3, 2011
Occupational Pilot:	No	Last Flight Review or Equivalent:	April 21, 2011
Flight Time:	6749 hours (Total, all aircraft), 387 hours (Total, this make and model), 6749 hours (Pilot In Command, all aircraft), 36 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Mitsubishi	Registration:	N800BY
Model/Series:	MU-2B-20	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	221
Landing Gear Type:	Retractable - Tricycle	Seats:	7
Date/Type of Last Inspection:	April 4, 2011 Annual	Certified Max Gross Wt.:	9920 lbs
Time Since Last Inspection:		Engines:	2 Turbo prop
Airframe Total Time:	5996 Hrs as of last inspection	Engine Manufacturer:	Honeywell
ELT:	Installed, not activated	Engine Model/Series:	TPE331-1-151A
Registered Owner:	NORTHSHORE GROUP LLC	Rated Power:	665 Horsepower
Operator:	NORTHSHORE GROUP LLC	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Night
Observation Facility, Elevation:	HSA,23 ft msl	Distance from Accident Site:	12 Nautical Miles
Observation Time:	18:53 Local	Direction from Accident Site:	127°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.13 inches Hg	Temperature/Dew Point:	8°C / 8°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Slidell, AL (ASD)	Type of Flight Plan Filed:	None
Destination:	Picayune, MS (MJD)	Type of Clearance:	None
Departure Time:	18:40 Local	Type of Airspace:	

Airport Information

Airport:	Picayune Municipal Airport MJD	Runway Surface Type:	Asphalt
Airport Elevation:	55 ft msl	Runway Surface Condition:	Dry
Runway Used:	36	IFR Approach:	None
Runway Length/Width:	5000 ft / 75 ft	VFR Approach/Landing:	Full stop;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	2 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 None	Latitude, Longitude:	30.487222,-89.651107(est)

Administrative Information

Investigator In Charge (IIC):	Monville, Timothy
Additional Participating Persons:	Melvin R Athey; FAA/FSDO; Jackson, MS
Original Publish Date:	November 26, 2012
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.ntsb.gov/Docket?ProjectID=82589

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