Aviation Investigation Final Report

Location:	EASTON, Maryland	**Accident Number:**	BFO94LA122
Date & Time:	June 29, 1994, 11:00 Local	**Registration:**	N9313S
Aircraft:	BEECH C23	**Aircraft Damage:**	Substantial
Defining Event:		**Injuries:**	2 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

THE STUDENT AND INSTRUCTOR WERE PRACTICING A SIMULATED SHORT FIELD APPROACH TO RUNWAY 22. DURING THE LANDING FLARE, THE STUDENT PILOT RETRACTED THE FLAPS AND THE AIRPLANE LANDED HARD. THE NOSE WHEEL COLLAPSED AND THE AIRPLANE CAME TO REST ON THE RUNWAY. POSTACCIDENT EXAMINATION OF THE AIRCRAFT BY THE FAA, REVEALED NO PREACCIDENT MECHANICAL FAILURES OR DEFICIENCIES.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The flight instructor's inadequate supervision, resulting in a hard landing and a subsequent collapse of the nose gear. Also causal to the accident, was the student pilot's improper raising of the wing flaps during the landing flare.

Findings

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

Findings
1. (C) RAISING OF FLAPS - IMPROPER - DUAL STUDENT
2. FLARE - NOT PERFORMED - DUAL STUDENT
3. (C) SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)

Occurrence #2: NOSE GEAR COLLAPSED
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Factual Information

On June 29, 1994, about 1100 eastern daylight time, a Beech C23, N9313S, was substantially damaged during landing at the Easton/Newnam Field Airport, Easton, Maryland. The Certified Flight Instructor and student pilot were not injured. Visual meteorological conditions prevailed and a flight plan was not filed. The flight was being conducted under CFR 14 Part 91.

The local area instructional flight was being operated by Maryland Air of Easton. In the NTSB form 6120.1/2, the flight instructor stated,

...On final approach to runway 22, the student pilot had established a stabilized approach with full flaps, correct approach speed and power setting, and a constant rate of descent. After clearing the 50' obstacle (simulated) and preparing to flare for landing, the student pilot retracted the flaps. He immediately realized his error and re-extended the flaps, his hand not having left the flap mechanism, while I, closely followed by Mr. Hafer [(the student pilot)], reached to the throttle to add power. However, the airplane had been too close to the ground to prevent its rapid sinking to the runway, and consequent hard landing during which the nose gear collapsed....

The airplane came to rest nose down on the runway.

Postaccident examination by a Federal Aviation Administration Inspector, revealed no discrepancies.

Pilot Information

Certificate:	Commercial; Flight instructor	**Age:**	39,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 single-engine; Instrument airplane	**Toxicology Performed:**	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	**Last FAA Medical Exam:**	May 26, 1994
Occupational Pilot:	UNK	**Last Flight Review or Equivalent:**	
Flight Time:	650 hours (Total, all aircraft), 38 hours (Total, this make and model), 522 hours (Pilot In Command, all aircraft), 122 hours (Last 90 days, all aircraft), 45 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	**Registration:**	N9313S
Model/Series:	C23 C23	**Aircraft Category:**	Airplane
Year of Manufacture:		**Amateur Built:**	
Airworthiness Certificate:	Normal	**Serial Number:**	M1648
Landing Gear Type:	Tricycle	**Seats:**	4
Date/Type of Last Inspection:	May 25, 1994 100 hour	**Certified Max Gross Wt.:**	2450 lbs
Time Since Last Inspection:	21 Hrs	**Engines:**	1 Reciprocating
Airframe Total Time:	3024 Hrs	**Engine Manufacturer:**	LYCOMING
ELT:	Installed, not activated	**Engine Model/Series:**	O-360-A4J
Registered Owner:	MARYLAND AIR	**Rated Power:**	180 Horsepower
Operator:		**Operating Certificate(s) Held:**	None
Operator Does Business As:		**Operator Designator Code:**	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	**Condition of Light:**	Day
Observation Facility, Elevation:	ESN ,74 ft msl	**Distance from Accident Site:**	
Observation Time:	10:30 Local	**Direction from Accident Site:**	
Lowest Cloud Condition:	Scattered / 12000 ft AGL	**Visibility**	10 miles
Lowest Ceiling:	None	**Visibility (RVR):**	
Wind Speed/Gusts:	9 knots /	**Turbulence Type Forecast/Actual:**	/
Wind Direction:	210°	**Turbulence Severity Forecast/Actual:**	/
Altimeter Setting:	29 inches Hg	**Temperature/Dew Point:**	26°C / 23°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(ESN)	**Type of Flight Plan Filed:**	None
Destination:	(ESN)	**Type of Clearance:**	None
Departure Time:	09:20 Local	**Type of Airspace:**	Class G

Airport Information

Airport:	EASTON/NEWNAM FIELD ESN	**Runway Surface Type:**	Asphalt
Airport Elevation:	74 ft msl	**Runway Surface Condition:**	Dry
Runway Used:	22	**IFR Approach:**	None
Runway Length/Width:	5511 ft / 100 ft	**VFR Approach/Landing:**	Full stop

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:**	38.769771,-76.060691(est)

Administrative Information

Investigator In Charge (IIC):	Childress, Richard
Additional Participating Persons:	JOHN BARRY; BALTIMORE , MD
Original Publish Date:	August 23, 1995
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=8948