



Aviation Investigation Final Report

Location:	Anacortes, Washington	Accident Number:	WPR17LA037
Date & Time:	December 11, 2016, 11:57 Local	Registration:	N7998L
Aircraft:	Beech A23 24	Aircraft Damage:	Substantial
Defining Event:	Landing gear collapse	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

During the landing roll, the airplane began to swerve to the left and continued off the runway, after which the left main landing gear assembly separated from the airplane. Examination revealed substantial damage to the left wing and horizontal stabilizer.

The pilot did not provide a written statement, nor did he complete the NTSB Pilot/Operator Aircraft Accident/Incident Report Form 6120.1; therefore, the pilot's flight experience and the airplane's maintenance history could not be determined. The accident is consistent with the pilot's failure to maintain directional control during the landing roll.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The pilot's failure to maintain directional control during the landing roll, which resulted in a runway excursion and separation of the left main landing gear.

Findings

Aircraft	Directional control - Not attained/maintained
Personnel issues	Aircraft control - Pilot

Factual Information

History of Flight

Landing-landing roll	Landing gear collapse (Defining event)
Landing-landing roll	Loss of control on ground
Landing-landing roll	Runway excursion

On December 11, 2016, about 1157 Pacific standard time, a Beech A23-19, N7998L, was substantially damaged when it was involved in an accident at Anacortes Airport (74S), Anacortes, Washington. The pilot was not injured. The airplane was operated as a Title 14 *Code of Federal Regulations* Part 91 personal flight.

The pilot reported to a Federal Aviation Administration inspector that, during landing, the airplane began to swerve to the left and continued off the runway, during which the left main landing gear separated. The inspector traveled to the accident site and examined the airplane, which sustained substantial damage to the left wing and horizontal stabilizer.

The pilot did not provide a written statement, nor did he complete the NTSB Pilot/Operator Aircraft Accident/Incident Report Form 6120.1; therefore, the pilot's flight experience and the airplane's maintenance history could not be determined.

Pilot Information

Certificate:	Private	Age:	69, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Unknown
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	June 1, 2015
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	(Estimated) 0 hours (Total, all aircraft), 0 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	Registration:	N7998L
Model/Series:	A23 24 NO SERIES	Aircraft Category:	Airplane
Year of Manufacture:	1966	Amateur Built:	
Airworthiness Certificate:	Utility	Serial Number:	MA-161
Landing Gear Type:	Tricycle	Seats:	
Date/Type of Last Inspection:		Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:		Engine Model/Series:	I0360 SER
Registered Owner:	On file	Rated Power:	225 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KBVS,145 ft msl	Distance from Accident Site:	9.7 Nautical Miles
Observation Time:	11:55 Local	Direction from Accident Site:	100°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	Broken / 1400 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	150°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	29.9 inches Hg	Temperature/Dew Point:	-15°C / -15.6°C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:	Anacortes, WA	Type of Clearance:	None
Departure Time:		Type of Airspace:	Class G

Airport Information

Airport:	ANACORTES 74S	Runway Surface Type:	Asphalt
Airport Elevation:	241 ft msl	Runway Surface Condition:	Dry
Runway Used:	18/36	IFR Approach:	Unknown
Runway Length/Width:	3015 ft / 60 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	48.498611,-122.662498(est)

Administrative Information

Investigator In Charge (IIC): Cornejo, Tealeye

Additional Participating Persons:

Original Publish Date: May 6, 2021

Last Revision Date:

Investigation Class: [Class 3](#)

Note: The NTSB did not travel to the scene of this accident.

Investigation Docket: <https://data.ntsb.gov/Docket?ProjectID=94501>

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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](#).