



Aviation Investigation Final Report

Location:	FARIBAULT, Minnesota	Accident Number:	CHI94LA164
Date & Time:	May 19, 1994, 16:30 Local	Registration:	N4016T
Aircraft:	BEECH B23	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

THE STUDENT PILOT WAS PRACTICING FULL-STOP LANDINGS ON A DUAL INSTRUCTIONAL FLIGHT. THE FLIGHT INSTRUCTOR STATED THE STUDENT DROPPED THE NOSE AFTER THE FLARE AND LANDED HARD. THE INSTRUCTOR TOOK CONTROL OF THE AIRPLANE WHEN IT BOUNCED INTO THE AIR, EXECUTED A GO-AROUND, AND LANDED THE AIRPLANE. WHEN THE AIRPLANE CAME TO A STOP IT WAS DISCOVERED THAT THE RIGHT MAIN LANDING GEAR HAD BEEN TORN OFF.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: a hard landing as a result of the flight instructor's delayed remedial action. A factor associated with the accident is the student pilot's improper flair.

Findings

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

- Findings
1. (F) FLARE - IMPROPER - DUAL STUDENT
 2. (C) REMEDIAL ACTION - DELAYED - PILOT IN COMMAND(CFI)
 3. LANDING GEAR,MAIN GEAR - OVERLOAD

Factual Information

On May 19, 1994, about 1630 central daylight time, a Beech B23, N4016T, sustained substantial damage in a hard landing at the Faribault Municipal Airport, Faribault, Minnesota. The flight was a dual instructional flight which originated at Faribault. The flight instructor and the student pilot were not injured. No flight plan was filed, and visual meteorological conditions prevailed at the time.

The instructor stated the student was attempting his third full- stop landing. He said the student landed hard and the airplane bounced back into the air. The flight instructor took control of the airplane, executed a go-around, and landed.

Pilot Information

Certificate:	Airline transport; Flight instructor	Age:	27, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	Helicopter	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 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	March 4, 1994
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	1950 hours (Total, all aircraft), 300 hours (Total, this make and model), 1651 hours (Pilot In Command, all aircraft), 75 hours (Last 90 days, all aircraft), 25 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N4016T
Model/Series:	B23 B23	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal; Provisional (Special)	Serial Number:	M-1123
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	March 30, 1994 Annual	Certified Max Gross Wt.:	2450 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Lycoming
ELT:	Installed	Engine Model/Series:	O-360-A2G
Registered Owner:	NORTHERN AIRCRAFT SALES, INC.	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:	FBL ,1057 ft msl	Distance from Accident Site:	
Observation Time:	16:55 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	9 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	130°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	30°C / 3°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	16:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	FARIBAULT MUNICIPAL ARPT FBL	Runway Surface Type:	Asphalt
Airport Elevation:	1057 ft msl	Runway Surface Condition:	Dry
Runway Used:	12	IFR Approach:	None
Runway Length/Width:	4254 ft / 72 ft	VFR Approach/Landing:	Full stop;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:	44.289031,-93.269432(est)

Administrative Information

Investigator In Charge (IIC):	Doub, Mark
Additional Participating Persons:	JAMES FULLWOOD; MINNEAPOLIS , MN
Original Publish Date:	January 12, 1995
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=9533

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