



Aviation Investigation Final Report

Location:	DELAVAN, Wisconsin	Accident Number:	CHI95LA254
Date & Time:	July 18, 1995, 16:20 Local	Registration:	N3070W
Aircraft:	BEECH 55	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT HAD A TOTAL OF 6.2 HOURS IN THE MAKE AND MODEL AIRCRAFT. THE PILOT REPORTED THAT HE EXPERIENCED A 'BURBLE' DURING THE LANDING FLARE. THE AIRPLANE BOUNCED TWICE BEFORE LANDING. DURING ROLLOUT THE NOSE WHEEL SEPARATED FROM THE AIRPLANE RESULTING IN SUBSTANTIAL DAMAGE.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot misjudged the flare and improper recovery from a bounced landing. Lack of experience in the make and model aircraft was a factor.

Findings

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

Findings

1. (C) FLARE - MISJUDGED - PILOT IN COMMAND
2. (C) RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
3. (F) LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND

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

Findings

4. LANDING GEAR, NOSE GEAR - OVERLOAD

Factual Information

On July 18, 1995, at 1620 central daylight time, a Beech 55, N3070W, sustained substantial damage as a result of a hard landing at Lake Lawn Airport, Delavan, Wisconsin. The commercial pilot received minor injuries. The 14 CFR Part 91 flight departed Palwaukee Municipal Airport, Wheeling, Illinois, en route to Lake Lawn Airport, Delavan, Wisconsin. Visual meteorological conditions prevailed and a visual flight plan was filed.

The pilot had a total of 6.2 hours in the make and model aircraft. The pilot reported that he experienced a "burble" during the landing flare. The airplane bounced twice before landing. During rollout the nose wheel separated from the airplane and the weight of the airplane was supported by the nose strut.

Pilot Information

Certificate:	Airline transport; Commercial	Age:	62, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; 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 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	June 14, 1995
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	23096 hours (Total, all aircraft), 6 hours (Total, this make and model), 14096 hours (Pilot In Command, all aircraft), 6 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N3070W
Model/Series:	55 55	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	5100 lbs
Time Since Last Inspection:		Engines:	2 Reciprocating
Airframe Total Time:		Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	IO-470-L
Registered Owner:	WINDY CITY FLYERS	Rated Power:	260 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:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 5000 ft AGL	Visibility	15 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	10 knots / 5 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	330°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	29°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	PALWAUKEE , IL (PWK)	Type of Flight Plan Filed:	VFR
Destination:	(C59)	Type of Clearance:	None
Departure Time:	15:30 Local	Type of Airspace:	Class G

Airport Information

Airport:	LAKE LAWN C59	Runway Surface Type:	Asphalt
Airport Elevation:	981 ft msl	Runway Surface Condition:	Dry
Runway Used:	36	IFR Approach:	None
Runway Length/Width:	4423 ft / 80 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	42.620063,-88.630836(est)

Administrative Information

Investigator In Charge (IIC):	Silliman, James
Additional Participating Persons:	TIMOTHY ANDERSON; MILWAUKEE , WI
Original Publish Date:	October 13, 1995
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=9973

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](#).