



AVIATION



HIGHWAY



MARINE



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PIPELINE

# Aviation Investigation Final Report

<b>Location:</b>	Suffolk, Virginia	<b>Accident Number:</b>	ERA23LA292
<b>Date &amp; Time:</b>	July 3, 2023, 13:50 Local	<b>Registration:</b>	N716MM
<b>Aircraft:</b>	Cessna 208B	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Landing gear collapse	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Skydiving		

## Analysis

The pilot was returning from her fifth skydive run of the day. During the landing, “the flare seemed insufficient” and the nose landing gear collapsed during touchdown. The airplane continued off the side of the runway and came to rest in the grass. During the accident sequence, the airplane sustained substantial damage to the engine mounts. The operator reported no preimpact mechanical malfunctions or failures with the airplane that would have precluded normal operation.

## Probable Cause and Findings

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

The pilot’s inadequate landing flare, which resulted in a nose landing gear collapse.

## Findings

<b>Aircraft</b>	Landing flare - Not attained/maintained
<b>Personnel issues</b>	Aircraft control - Pilot

## Factual Information

### History of Flight

<b>Landing-flare/touchdown</b>	Landing gear collapse (Defining event)
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### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	37,Female
<b>Airplane Rating(s):</b>	Single-engine sea; Multi-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	Helicopter	<b>Restraint Used:</b>	5-point
<b>Instrument Rating(s):</b>	Airplane; Helicopter	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	Helicopter	<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>	Class 1 Without waivers/limitations	<b>Last FAA Medical Exam:</b>	February 20, 2023
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	May 8, 2023
<b>Flight Time:</b>	1693 hours (Total, all aircraft), 37 hours (Total, this make and model), 859 hours (Pilot In Command, all aircraft), 102 hours (Last 90 days, all aircraft), 52 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N716MM
<b>Model/Series:</b>	208B	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	1999	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	208B0746
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	12
<b>Date/Type of Last Inspection:</b>	June 22, 2023 100 hour	<b>Certified Max Gross Wt.:</b>	9062 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Turbo prop
<b>Airframe Total Time:</b>	9519 Hrs as of last inspection	<b>Engine Manufacturer:</b>	Honeywell
<b>ELT:</b>	C126 installed, not activated	<b>Engine Model/Series:</b>	TPE331-12JR
<b>Registered Owner:</b>	ARNE AVIATION LLC	<b>Rated Power:</b>	900 Horsepower
<b>Operator:</b>	ARNE AVIATION LLC	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	SFQ, 70 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	13:55 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 4600 ft AGL	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	250°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.93 inches Hg	Temperature/Dew Point:	35°C / 22°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Suffolk, VA	Type of Flight Plan Filed:	None
Destination:	Suffolk, VA	Type of Clearance:	Traffic advisory
Departure Time:		Type of Airspace:	Class G

## Airport Information

Airport:	SUFFOLK EXEC SFQ	Runway Surface Type:	Asphalt
Airport Elevation:	70 ft msl	Runway Surface Condition:	Dry
Runway Used:	25	IFR Approach:	None
Runway Length/Width:	3750 ft / 100 ft	VFR Approach/Landing:	Traffic pattern

## Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	36.685278,-76.598889(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Kemner, Heidi
<b>Additional Participating Persons:</b>	Mark Jennings; FAA/FSDO; Richmond, VA
<b>Original Publish Date:</b>	August 31, 2023
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class 4</a>
<b>Note:</b>	The NTSB did not travel to the scene of this accident.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=192554">https://data.nts.gov/Docket?ProjectID=192554</a>

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](#).