



# Aviation Investigation Final Report

<b>Location:</b>	Mansfield, Louisiana	<b>Accident Number:</b>	CEN24LA075
<b>Date &amp; Time:</b>	January 1, 2024, 14:40 Local	<b>Registration:</b>	N9729L
<b>Aircraft:</b>	Beech C23	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>	Landing gear collapse	<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The pilot reported that she conducted a normal, full flap landing to the runway. After touchdown, the airplane's nose landing gear collapsed, and a postimpact fire ensued after the airplane skidded to a stop. The airplane was destroyed by the postimpact fire which precluded a postaccident examination of the nose landing gear system. An airport surveillance video appeared to show the airplane bounce and porpoise several times before the airplane came to rest. Due to the poor quality of the surveillance video and lack of available evidence, the reason for the nose landing gear collapse and postimpact fire during landing sequence could not be determined.

## Probable Cause and Findings

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

The nose landing gear collapse and postimpact fire due to undetermined reasons.

## Findings

<b>Aircraft</b>	Nose/tail landing gear - Unknown/Not determined
<b>Not determined</b>	(general) - Unknown/Not determined



## Factual Information

### History of Flight

<b>Landing-flare/touchdown</b>	Landing gear collapse (Defining event)
<b>Post-impact</b>	Fire/smoke (post-impact)

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	38,Female
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Right
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Lap only
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>	Class 1 Unknown	<b>Last FAA Medical Exam:</b>	March 1, 2023
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	August 21, 2023
<b>Flight Time:</b>	200 hours (Total, all aircraft), 15 hours (Total, this make and model), 25 hours (Pilot In Command, all aircraft), 5 hours (Last 90 days, all aircraft), 2 hours (Last 30 days, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Beech	<b>Registration:</b>	N9729L
<b>Model/Series:</b>	C23	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	M-1356
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	September 1, 2023 Annual	<b>Certified Max Gross Wt.:</b>	2400 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	1640 Hrs at time of accident	<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	Installed	<b>Engine Model/Series:</b>	O-360-AUG
<b>Registered Owner:</b>	On file	<b>Rated Power:</b>	180 Horsepower
<b>Operator:</b>	On file	<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:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:			
Departure Point:	Shreveport, LA (DTN)	Type of Flight Plan Filed:	None
Destination:	Mansfield, LA	Type of Clearance:	VFR
Departure Time:	14:18 Local	Type of Airspace:	Class G

## Airport Information

Airport:	C E 'RUSTY' WILLIAMS 3F3	Runway Surface Type:	Asphalt
Airport Elevation:	324 ft msl	Runway Surface Condition:	Dry
Runway Used:	36	IFR Approach:	None
Runway Length/Width:	5005 ft / 100 ft	VFR Approach/Landing:	Full stop;Traffic pattern

## Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Destroyed
Passenger Injuries:	1 None	Aircraft Fire:	On-ground
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	32.074121,-93.765392(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Sauer, Aaron
<b>Additional Participating Persons:</b>	Myron Billiot; FAA; Baton Rouge, LA
<b>Original Publish Date:</b>	February 8, 2024
<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=193582">https://data.nts.gov/Docket?ProjectID=193582</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](#).