



National Transportation Safety Board Aviation Accident Final Report

Location:	Death Valley, CA	Accident Number:	SEA08CA049
Date & Time:	11/29/2007, 0830 PST	Registration:	N8770M
Aircraft:	Beech A23	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The pilot reported that during the landing on runway 5, the touchdown was hard and the airplane bounced and started to "porpoise". Subsequently the nosewheel landing gear failed aft, and the airplane nosed down and slid to a stop. The pilot reported no mechanical failures or malfunctions with the airplane at the time of the accident. Examination of the airplane by salvage personnel revealed that the engine mount and firewall were bent.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:
The pilot's improper flare during landing.

Findings

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

Findings
1. (C) FLARE - IMPROPER - PILOT IN COMMAND

Occurrence #2: NOSE DOWN
Phase of Operation: LANDING - ROLL

Findings
2. TERRAIN CONDITION - RUNWAY

Factual Information

Pilot Information

Certificate:	Private	Age:	38, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3	Last FAA Medical Exam:	08/01/2006
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	119 hours (Total, all aircraft), 39 hours (Total, this make and model), 29 hours (Last 90 days, all aircraft), 13 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	Registration:	N8770M
Model/Series:	A23	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	M-555
Landing Gear Type:	Tricycle	Seats:	
Date/Type of Last Inspection:	Annual	Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	IO-340-A
Registered Owner:	Claire L. Koch	Rated Power:	165 hp
Operator:	Claire L. Koch	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	NID	Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Few / 25000 ft agl	Visibility	10 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	Calm /	Turbulence Type Forecast/Actual:	/
Wind Direction:	Variable	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.2 inches Hg	Temperature/Dew Point:	3 °C / -13 °C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Reno, NE (RNO)	Type of Flight Plan Filed:	None
Destination:	Death Valley Nt, CA (L09)	Type of Clearance:	None
Departure Time:	0630 PST	Type of Airspace:	

Airport Information

Airport:	Stovepipe Wells Airport (L09)	Runway Surface Type:	Asphalt
Airport Elevation:	25 ft	Runway Surface Condition:	Dry
Runway Used:	5	IFR Approach:	None
Runway Length/Width:	3260 ft / 65 ft	VFR Approach/Landing:	Full Stop

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:	36.603889, -117.159167

Administrative Information

Investigator In Charge (IIC):	James F Struhsaker	Report Date:	01/31/2008
Additional Participating Persons:			
Publish Date:			
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinquiry@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).