



National Transportation Safety Board Aviation Accident Final Report

Location:	TUCSON, AZ	Accident Number:	LAX89LA142
Date & Time:	04/01/1989, 0837 MST	Registration:	N23972
Aircraft:	BEECH C24R	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

THE PILOT OF A BEECH C24R LANDED HARD ON RUNWAY 06 AT RYN, TUCSON, AZ. THE NOSE AND MAIN LANDING GEAR COLLAPSED AND THE AIRPLANE SLID OFF OF THE RUNWAY. DURING A TELEPHONE INTERVIEW, THE STUDENT PILOT STATED THAT HE WAS PRACTICING TOUCH AND GO LANDINGS ON RUNWAY 06. HE WAS ON ABOUT HIS EIGHTH LANDING WHEN THE ACCIDENT OCCURRED. HE BEGAN HIS FLARE FOR LANDING TOO HIGH, ABOUT TEN FEET ABOVE THE RUNWAY, AND THE AIRPLANE DROPPED IN HARD ON THE MAIN LANDING GEAR. THE NOSE GEAR COLLAPSED FIRST, THEN THE RIGHT AND LEFT MAIN LANDING GEAR. THE AIRPLANE DEPARTED THE RUNWAY, ON ITS BELLY, INTO THE DIRT. THERE WERE NO MECHANICAL MALFUNCTIONS OR FAILURES WITH THE AIRPLANE PRIOR TO THE ACCIDENT.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: PILOT MISJUDGED THE LANDING. THE PILOT BEGAN HIS FLARE TOO HIGH ABOVE THE RUNWAY RESULTING IN A HARD LANDING.

Findings

Occurrence #1: HARD LANDING

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (C) FLARE - MISJUDGED - PILOT IN COMMAND
2. (F) LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

Occurrence #2: COMPLETE GEAR COLLAPSED

Phase of Operation: LANDING - ROLL

Occurrence #3: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER

Phase of Operation: LANDING - ROLL

Findings

3. (F) TERRAIN CONDITION - RUNWAY

Factual Information

Pilot Information

Certificate:	Student	Age:	48
Airplane Rating(s):	None	Seat Occupied:	Unknown
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	11/17/1987
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	40 hours (Total, all aircraft), 40 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N23972
Model/Series:	C24R C24R	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:		Serial Number:	
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	2600 lbs
Time Since Last Inspection:	0 Hours	Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	IO-360-A1B6
Registered Owner:	HODES, BARTON	Rated Power:	200 hp
Operator:	BARTON HODES	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Thin Broken / 25000 ft agl	Visibility	40 Miles
Lowest Ceiling:	Broken / 25000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	100°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	20° C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	0700 MST	Type of Airspace:	Class G

Airport Information

Airport:	RYAN FLD. (RYN)	Runway Surface Type:	Asphalt
Airport Elevation:	2415 ft	Runway Surface Condition:	Dry
Runway Used:	6	IFR Approach:	None
Runway Length/Width:	5500 ft / 75 ft	VFR Approach/Landing:	Touch and Go

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:	

Administrative Information

Investigator In Charge (IIC):	SHELBY K ISBELL	Report Date:	03/29/1991
Additional Participating Persons:			
Publish Date:			
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 pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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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](#).