

National Transportation Safety Board
Washington, DC 20594

Brief of Accident

Adopted 03/02/2001

MIA00LA136
File No. 365 04/16/2000 IMMOKALEE, FL Aircraft Reg No. N238DM Time (Local): 11:00 EDT

Make/Model: Bellanca / 8KCAB
Engine Make/Model: Lycoming / IO-320-E1A
Aircraft Damage: Substantial
Number of Engines: 1
Operating Certificate(s): None
Type of Flight Operation: Personal
Reg. Flight Conducted Under: Part 91: General Aviation

	Fatal	Serious	Minor/None
Crew	0	1	0
Pass	0	1	0

Last Depart. Point: Same as Accident/Incident Location
Destination: Local Flight
Airport Proximity: On Airport
Airport Name: IMMOKALEE REGIONAL
Runway Identification: 18
Runway Length/Width (Ft): 5000 / 150
Runway Surface: Asphalt
Runway Surface Condition: Dry

Condition of Light: Day
Weather Info Src: Weather Observation Facility
Basic Weather: Visual Conditions
Lowest Ceiling: 800 Ft. AGL, Broken
Visibility: 10.00 SM
Wind Dir/Speed: 170 / 003 Kts
Temperature (°C): 23
Precip/Obscuration: None / None

Pilot-in-Command Age: 79

Flight Time (Hours)

Certificate(s)/Rating(s)
Commercial; Single-engine Land
Instrument Ratings
None

Total All Aircraft: 1796
Last 90 Days: Unk/Nr
Total Make/Model: 399
Total Instrument Time: Unk/Nr

According to the pilot while on final approach to the airport, and about 25 to 50 feet above the ground, 'the bottom dropped out coming down hard on [the] landing gear 6 feet short of runway. Ground was soft, pitching the plane on its nose.' According to the FAA inspector's statement the pilot '...did not report any mechanical problems.'

Brief of Accident (Continued)

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

Findings

1. (C) FLARE - MISJUDGED - PILOT IN COMMAND
2. (C) PROPER TOUCHDOWN POINT - NOT OBTAINED - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

3. TERRAIN CONDITION - SOFT

Occurrence #3: NOSE OVER
Phase of Operation: LANDING - ROLL

Findings Legend: (C) = Cause, (F) = Factor

The National Transportation Safety Board determines the probable cause(s) of this accident as follows.
the pilot misjudged the flare resulting in a hard landing short of the intended landing site, subsequently impacting the ground, and nosing over.