

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

Flight Time (Hours)  
  
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
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Occurrence #2:     IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: LANDING - FLARE/TOUCHDOWN

- Findings
3. TERRAIN CONDITION - SOFT
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Occurrence #3:     NOSE OVER  
Phase of Operation: LANDING - ROLL

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

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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.