



Aviation Investigation Final Report

Location:	Umatilla, Florida	Accident Number:	ERA26LA112
Date & Time:	February 9, 2026, 17:05 Local	Registration:	N245MJ
Aircraft:	Beech B19	Aircraft Damage:	Substantial
Defining Event:	Landing gear collapse	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that, during the landing roll, he felt the airplane pulling to the right and that directional control was difficult. The airplane exited the runway and entered the grass where it ultimately struck an airport sign, which resulted in substantial damage to the right wing. A postaccident examination of the airplane revealed that the right main landing gear had separated from the airplane during the landing roll. A photograph of the main landing gear fracture revealed corrosion on half of the internal metal support structure and clean metal from the fresh separation and failure of the gear support.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The failure of the right main landing gear during the landing roll, which resulted in a loss of control on the ground and collision with an airport sign.

Findings

Aircraft	Main landing gear - Fatigue/wear/corrosion
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Factual Information

History of Flight

Landing-landing roll	Landing gear collapse (Defining event)
Landing-landing roll	Loss of control on ground
Landing-landing roll	Collision with terr/obj (non-CFIT)

Pilot Information

Certificate:	Commercial	Age:	27, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Lap only
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3 Without waivers/limitations	Last FAA Medical Exam:	January 22, 2024
Occupational Pilot:	No	Last Flight Review or Equivalent:	February 7, 2025
Flight Time:	548 hours (Total, all aircraft), 256 hours (Total, this make and model), 471 hours (Pilot In Command, all aircraft), 122 hours (Last 90 days, all aircraft), 47 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	Registration:	N245MJ
Model/Series:	B19	Aircraft Category:	Airplane
Year of Manufacture:	1976	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	MB 814
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	December 3, 2025 Annual	Certified Max Gross Wt.:	2150 lbs
Time Since Last Inspection:	40 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	6600.7 Hrs at time of accident	Engine Manufacturer:	Lycoming Engines
ELT:	Installed, not activated	Engine Model/Series:	O-320-E3D
Registered Owner:	On file	Rated Power:	150 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	LEE,75 ft msl	Distance from Accident Site:	11 Nautical Miles
Observation Time:	17:00 Local	Direction from Accident Site:	226°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	4 knots / None	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	130°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	30.21 inches Hg	Temperature/Dew Point:	23°C / 3°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Williston, FL (X60)	Type of Flight Plan Filed:	None
Destination:	Umatilla, FL	Type of Clearance:	None
Departure Time:	16:15 Local	Type of Airspace:	Class E

Airport Information

Airport:	UMATILLA MUNI X23	Runway Surface Type:	Asphalt
Airport Elevation:	106 ft msl	Runway Surface Condition:	Dry
Runway Used:	19	IFR Approach:	None
Runway Length/Width:	2876 ft / 60 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:	28.92428,-81.651777

Administrative Information

Investigator In Charge (IIC):	Enders, Ryan
Additional Participating Persons:	Dwight Greenlund; FAA/FSDO; Orlando, FL
Original Publish Date:	May 7, 2026
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=202429

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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](#).