



Aviation Investigation Factual Report

Location:	WARWICK, New York	Accident Number:	NYC95LA057
Date & Time:	February 19, 1995, 16:30 Local	Registration:	N9795L
Aircraft:	BEECH C23	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Minor, 1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Factual Information

On February 20, 1995, at about 1630 eastern standard time, a Beech C23, N9795L, piloted by Richard A. Bennett, collided with the terrain while landing at Warwick, New York. The pilot received minor injuries, and the passenger was not injured. The airplane was destroyed. Visual meteorological conditions prevailed, and no flight plan had been filed. The flight was being conducted under 14 CFR 91.

According to the pilot's statement on the NTSB Form 6120.1/2, he was "attempting a simulated engine-out" landing to runway 21. The pilot wrote:

I found myself to the right of the center of the runway and as I attempted to correct, my left wing caught the top of some bushes that were short of the runway.

The nose gear was damaged and the right main gear separated during the impact sequence. The airplane bounced onto the runway.

Pilot Information

Certificate:	Private	Age:	52, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	July 18, 1994
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	353 hours (Total, all aircraft), 286 hours (Total, this make and model), 259 hours (Pilot In Command, all aircraft), 10 hours (Last 90 days, all aircraft), 2 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N9795L
Model/Series:	C23 C23	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	M-1400
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	October 1, 1994 100 hour	Certified Max Gross Wt.:	2400 lbs
Time Since Last Inspection:	30 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2340 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-360-A4G
Registered Owner:	LINWAY ASSOCIATES INC.	Rated Power:	180 Horsepower
Operator:		Operating Certificate(s) Held:	None
Operator Does Business As:	L.F. REUTER	Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	15 miles
Lowest Ceiling:	Unknown	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	260°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	7°C
Precipitation and Obscuration:			
Departure Point:	LINCOLN PARK (N07)	Type of Flight Plan Filed:	None
Destination:	(N72)	Type of Clearance:	None
Departure Time:	13:25 Local	Type of Airspace:	Class D

Airport Information

Airport:	WARWICK MUNICIPAL N72	Runway Surface Type:	Asphalt
Airport Elevation:	540 ft msl	Runway Surface Condition:	Dry
Runway Used:	21	IFR Approach:	
Runway Length/Width:	2150 ft / 35 ft	VFR Approach/Landing:	Simulated forced landing

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Destroyed
Passenger Injuries:	1 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor, 1 None	Latitude, Longitude:	41.250648,-74.349655(est)

Administrative Information

Investigator In Charge (IIC): Yurman, Alan

Additional Participating Persons: JOHN CUNEO; TETERBORO , NJ

Report Date: March 13, 1995

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=38921>

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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](#).