



# Aviation Investigation Factual Report

<b>Location:</b>	Shoshone, California	<b>Accident Number:</b>	LAX04CA104
<b>Date &amp; Time:</b>	January 22, 2004, 12:30 Local	<b>Registration:</b>	N33HY
<b>Aircraft:</b>	Beech F33A	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 Serious, 1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Instructional		

## Factual Information

On January 22, 2004, about 1230 Pacific standard time, a Beech F33A, N33HY, collided with the ground during takeoff from the Shoshone Airport (L61), Shoshone, California, and came to rest inverted. The certified flight instructor (CFI) was operating the borrowed airplane under the provisions of 14 CFR Part 91. The CFI sustained serious injuries, and the private pilot/owner undergoing instruction (PUI) was not injured. The airplane sustained substantial damage. The instructional flight was en route to North Las Vegas Airport (VGT), Las Vegas, Nevada, and was originating at the time. Visual meteorological conditions prevailed and no flight plan had been filed.

In a written statement, the CFI reported that the airplane landed uneventfully at the Shoshone airport earlier that day. Based on the windsock, the winds were from 290 degrees at 15 to 24 knots, variable and gusty. The CFI and PUI went to lunch. After lunch, the windsock was indicating variable winds from 290 degrees. The CFI had a brief discussion with the student about downhill and downwind takeoffs. After a preflight, they taxied to runway 15. The airplane did not accelerate as expected, and the remaining runway was insufficient to abort. The CFI continued the takeoff, and "forced the aircraft to fly at a very, low airspeed." The CFI then extended the flaps 15 degrees to lower the stall speed.

As the airplane touched down, the CFI was unsure if the tail touched down first. He reduced the power, and the nose gear collapsed. The tail of the airplane then came over the top, and the airplane came to rest inverted. Local residents near and at the airport indicated that the wind had been "on and off" all morning, and as high as 15 to 20 knots. The pilot believed that the wind picked up during the time of the preflight, to the takeoff roll. He did not recheck the windsock. The CFI noted no mechanical malfunctions with the airplane prior to the accident. To prevent future accidents the CFI recommended completing a final check on the wind direction, prior to starting the takeoff roll.

In a telephone conversation, the PUI reported that he had recently purchased the airplane. He was becoming familiar with the airplane, and the CFI operated the airplane controls during the takeoff. The airplane was equipped with a "throw-over" yoke. The yoke was positioned to the left front. The PUI was seated in the right front.

The Airport/Facility Directory indicated that runway 15/33 was 2,380 feet long and 30 feet wide.

## Flight instructor Information

<b>Certificate:</b>	Airline transport; Commercial; Flight instructor	<b>Age:</b>	60,Male
<b>Airplane Rating(s):</b>	Single-engine land; Single-engine sea; Multi-engine land	<b>Seat Occupied:</b>	
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	
<b>Instructor Rating(s):</b>		<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1	<b>Last FAA Medical Exam:</b>	June 16, 2003
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	19573 hours (Total, all aircraft), 100 hours (Total, this make and model), 121 hours (Last 90 days, all aircraft), 59 hours (Last 30 days, all aircraft)		

## Student pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	51,Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	
<b>Instructor Rating(s):</b>		<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3	<b>Last FAA Medical Exam:</b>	June 1, 2003
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>			

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Beech	<b>Registration:</b>	N33HY
<b>Model/Series:</b>	F33A	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal; Utility	<b>Serial Number:</b>	CE-1260
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	
<b>Date/Type of Last Inspection:</b>		<b>Certified Max Gross Wt.:</b>	
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	Continental
<b>ELT:</b>		<b>Engine Model/Series:</b>	IO-520
<b>Registered Owner:</b>	Pioneer Plumbing, Inc.	<b>Rated Power:</b>	
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>		<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>		<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>		<b>Visibility</b>	
<b>Lowest Ceiling:</b>		<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	/	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>		<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>		<b>Temperature/Dew Point:</b>	
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	Shoshone, CA (L61 )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Las Vegas, NV (VGT )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	12:00 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	Shoshone Airport L61	<b>Runway Surface Type:</b>	
<b>Airport Elevation:</b>		<b>Runway Surface Condition:</b>	
<b>Runway Used:</b>	15	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>		<b>VFR Approach/Landing:</b>	

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Serious, 1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	
<b>Total Injuries:</b>	1 Serious, 1 None	<b>Latitude, Longitude:</b>	35.968612,-116.269447

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Charnon, Nicole
<b>Additional Participating Persons:</b>	Dick Wright; Federal Aviation Administration; Las Vegas, NV
<b>Report Date:</b>	March 6, 2004
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	This accident report documents the factual circumstances of this accident as described to the NTSB.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=58663">https://data.nts.gov/Docket?ProjectID=58663</a>

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