



AVIATION



HIGHWAY



MARINE



RAILROAD



PIPELINE

# Aviation Investigation Final Report

<b>Location:</b>	Norfolk, Virginia	<b>Accident Number:</b>	ERA20CA072
<b>Date &amp; Time:</b>	January 7, 2020, 12:18 Local	<b>Registration:</b>	N24690
<b>Aircraft:</b>	Beech 23	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Loss of control in flight	<b>Injuries:</b>	2 Minor
<b>Flight Conducted Under:</b>	Part 91: General aviation - Instructional		

## Analysis

The flight instructor reported that he was providing instruction to the private pilot who had recently purchased a share in the airplane. They had been practicing landings and had felt wind gusts on the previous landings. Just before the airplane touched down for the fifth practice landing, a wind gust lifted the left wing, and the airplane was pushed right. The pilot attempted to correct for the gust, but the airplane bounced on all three landing gear and became airborne. The instructor told the pilot to add power and go around. Another wind gust pushed the airplane further right, and the airplane was now "clearly in a loss of control state." The instructor took the controls, but the airplane was already in a full stall with full power and full flaps extended. The airplane impacted ground adjacent to the runway.

The pilot stated that, when the airplane touched down, a wind gust pushed the airplane right. The instructor yelled for full power and said, "my airplane." The wind pushed the airplane further right and the airplane impacted a ditch and spun around on the propeller. The left-wing spar fitting sustained substantial damage. The underside of the fuselage aft of the firewall, the propeller, and the nosewheel were also damaged. The pilot reported that there were no preaccident mechanical failures or malfunctions with the airplane that would have precluded normal operation.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot receiving instruction's failure to maintain airplane control during landing with a crosswind, which resulted in a bounced landing, and the flight instructor's delayed remedial action, which resulted in a loss of control during the go-around.

## Findings

<b>Personnel issues</b>	Aircraft control - Pilot
<b>Aircraft</b>	(general) - Not attained/maintained
<b>Personnel issues</b>	Delayed action - Instructor/check pilot
<b>Personnel issues</b>	Aircraft control - Instructor/check pilot
<b>Aircraft</b>	Directional control - Not attained/maintained
<b>Environmental issues</b>	Crosswind - Effect on operation

## Factual Information

### History of Flight

Approach-IFR final approach	Other weather encounter
Approach-IFR final approach	Loss of control in flight (Defining event)
Landing	Abnormal runway contact
Approach-IFR final approach	Attempted remediation/recovery
Approach-VFR go-around	Aerodynamic stall/spin

### Pilot Information

Certificate:	Private	Age:	50,Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	None	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	BasicMed Without waivers/limitations	Last FAA Medical Exam:	November 7, 2018
Occupational Pilot:	No	Last Flight Review or Equivalent:	March 26, 2018
Flight Time:	81 hours (Total, all aircraft), 2 hours (Total, this make and model), 15 hours (Pilot In Command, all aircraft), 2 hours (Last 90 days, all aircraft), 2 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

### Flight instructor Information

Certificate:	Commercial; Flight instructor; Private	Age:	59,Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane single-engine; Instrument airplane	Toxicology Performed:	No
Medical Certification:	Class 2 With waivers/limitations	Last FAA Medical Exam:	May 8, 2019
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	March 6, 2018
Flight Time:	1043 hours (Total, all aircraft), 1 hours (Total, this make and model), 983 hours (Pilot In Command, all aircraft), 52 hours (Last 90 days, all aircraft), 21 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Beech	<b>Registration:</b>	N24690
<b>Model/Series:</b>	23 C23	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	1973	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	M-1435
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	August 1, 2019 Annual	<b>Certified Max Gross Wt.:</b>	2450 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	2583.45 Hrs at time of accident	<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	C91 installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	O-360
<b>Registered Owner:</b>	On file	<b>Rated Power:</b>	180 Horsepower
<b>Operator:</b>	On file	<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>	CPK, 18 ft msl	<b>Distance from Accident Site:</b>	0 Nautical Miles
<b>Observation Time:</b>	11:35 Local	<b>Direction from Accident Site:</b>	0°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	5 miles
<b>Lowest Ceiling:</b>		<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	9 knots / None	<b>Turbulence Type Forecast/Actual:</b>	None / None
<b>Wind Direction:</b>	150°	<b>Turbulence Severity Forecast/Actual:</b>	N/A / N/A
<b>Altimeter Setting:</b>	29.96 inches Hg	<b>Temperature/Dew Point:</b>	13°C / 2°C
<b>Precipitation and Obscuration:</b>	N/A - None - Haze		
<b>Departure Point:</b>	Norfolk, VA (CPK)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Norfolk, VA (CPK)	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	10:25 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	Chesapeake Rgnl CPK	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	18 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	23	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	5500 ft / 100 ft	<b>VFR Approach/Landing:</b>	Full stop;Traffic pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	2 Minor	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 Minor	<b>Latitude, Longitude:</b>	36.665554,-76.320556(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Read, Leah
<b>Additional Participating Persons:</b>	Mark Jennings; FAA/FSDO; Richmond, VA
<b>Original Publish Date:</b>	August 27, 2020
<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=100792">https://data.nts.gov/Docket?ProjectID=100792</a>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).