



# Aviation Investigation Final Report

<b>Location:</b>	Eden Prairie, Minnesota	<b>Accident Number:</b>	CEN22LA409
<b>Date &amp; Time:</b>	August 31, 2022, 14:35 Local	<b>Registration:</b>	N6628J
<b>Aircraft:</b>	Beech C23	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Abnormal runway contact	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The student pilot reported that, while on final for a touch and go landing, the airplane was a bit high, but with plenty of runway remaining. The airplane touched down and bounced twice. The student pilot elected to go around. During the go around the left horizontal stabilator struck a runway light which resulted in substantial damage. The student pilot continued to fly the traffic pattern and subsequently landed without further incident. The student pilot stated that there were no preaccident mechanical failures or malfunctions with the airplane that would have precluded normal operations.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The student pilot's failure to maintain directional control of the airplane during the takeoff phase of a touch and go landing.

## Findings

<b>Personnel issues</b>	Aircraft control - Student/instructed pilot
<b>Personnel issues</b>	Incomplete action - Student/instructed pilot
<b>Aircraft</b>	Landing distance - Not attained/maintained



## Factual Information

### History of Flight

<b>Landing</b>	Abnormal runway contact (Defining event)
<b>Landing-flare/touchdown</b>	Runway excursion
<b>Takeoff</b>	Collision during takeoff/land

### Pilot Information

<b>Certificate:</b>	Student	<b>Age:</b>	44, Male
<b>Airplane Rating(s):</b>	None	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Unknown
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>	Class 3 With waivers/limitations	<b>Last FAA Medical Exam:</b>	March 22, 2021
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	(Estimated) 63 hours (Total, all aircraft), 62 hours (Total, this make and model), 16 hours (Pilot In Command, all aircraft), 19 hours (Last 90 days, all aircraft), 8 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>	N6628J
<b>Model/Series:</b>	C23	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	1979	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	M-2182
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	June 6, 2022 Annual	<b>Certified Max Gross Wt.:</b>	2455 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	4059.4 Hrs as of last inspection	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	O&VO-360 SER
<b>Registered Owner:</b>	On file	<b>Rated Power:</b>	180 Horsepower
<b>Operator:</b>	SKYSURV INC	<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>	KFCM,906 ft msl	<b>Distance from Accident Site:</b>	0 Nautical Miles
<b>Observation Time:</b>	14:00 Local	<b>Direction from Accident Site:</b>	0°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	7 knots /	<b>Turbulence Type Forecast/Actual:</b>	None / None
<b>Wind Direction:</b>		<b>Turbulence Severity Forecast/Actual:</b>	N/A / N/A
<b>Altimeter Setting:</b>	2997 inches Hg	<b>Temperature/Dew Point:</b>	30°C / 17°C
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	Eden Prairie, MN (KFCM)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Eden Prairie, MN (KFCM)	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	14:35 Local	<b>Type of Airspace:</b>	Class D

## Airport Information

<b>Airport:</b>	FLYING CLOUD KFCM	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	906 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	28R	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	3898 ft / 75 ft	<b>VFR Approach/Landing:</b>	Touch and go

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	N/A	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	44.82837,-93.456328(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Teilhaber, Ryan
<b>Additional Participating Persons:</b>	Greg Thurston; FAA; Minneapolis, MN
<b>Original Publish Date:</b>	December 8, 2022
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class 4</a>
<b>Note:</b>	The NTSB did not travel to the scene of this accident.
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=105869">https://data.ntsb.gov/Docket?ProjectID=105869</a>

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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](#).