



Aviation Investigation Final Report

Location:	EDEN PRAIRIE, Minnesota	Accident Number:	CHI98LA092
Date & Time:	February 8, 1998, 14:40 Local	Registration:	N18766
Aircraft:	Beech C-23	Aircraft Damage:	Substantial
Defining Event:		Injuries:	4 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported he touched down further down the runway than he intended and the airplane porpoised twice during touchdown. The pilot reported he elected to go-around after the second porpoise as he was running out of runway. He reported that during the go-around he retracted the flaps from full to neutral, and he applied full power and right rudder. The pilot reported the airplane entered a left yaw/roll during the go-around. The airplane then contacted a hangar, a chain link fence, and a ditch prior to spinning 180 degrees and sliding to a stop.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's improper raising of flaps and not maintaining directional control of the aircraft during the go-around sequence.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: GO-AROUND (VFR)

Findings

1. (C) RAISING OF FLAPS - IMPROPER - PILOT IN COMMAND
2. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH OBJECT

Phase of Operation: GO-AROUND (VFR)

Findings

- 3. OBJECT - HANGAR/AIRPORT BUILDING
- 4. OBJECT - FENCE

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Findings

- 5. TERRAIN CONDITION - DITCH

Factual Information

On February 8, 1998, at 1440 central standard time (cst), a Beech C-23, N18766, piloted by a private pilot, was substantially damaged during a collision with a hangar, chain link fence, ditch and highway during a go-around maneuver following a bounced landing on runway 18 (2,691' X 75', dry asphalt) at the Flying Cloud Airport, Eden Prairie, Minnesota. Visual meteorological conditions prevailed at the time of the accident. The 14 CFR Part 91 flight was not operating on a flight plan. The pilot and three passengers reported minor injuries. The flight departed Eden Prairie, Minnesota, at 1400 cst.

The pilot reported that at the end of a local flight he contacted the air traffic control tower for landing instructions and was told to "report in, 3 miles north-northeast of the airport for 'possible' right traffic for [runway] 18." The pilot stated that while on a 3 mile final at an altitude of 3,500 feet he was instructed to "...enter right traffic final for [runway] 18." The pilot said that he lowered full flaps during the approach.

The pilot reported he "touched down a little past my target position of the runway..." and the airplane porpoised twice on the runway. He stated that at this time he "felt there was not enough runway to land safely" so he elected to go-around. The pilot reported that during the go-around he retracted the full flaps, added full throttle and applied right rudder. The pilot said the airplane began a left yaw/roll after retracting the flaps. The aircraft contacted a hangar. It then travelled through a chain link fence, slide into a ditch, spun 180 degrees, and slide backwards onto the adjacent road.

A review of the pilot's logbook indicated that the pilot flew five times since December 12, 1992. He had a biennial flight review on June 6, 1997, and had flown three times since then.

Pilot Information

Certificate:	Private	Age:	44, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	May 12, 1997
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	225 hours (Total, all aircraft), 112 hours (Total, this make and model), 225 hours (Pilot In Command, all aircraft), 2 hours (Last 90 days, all aircraft), 2 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	Registration:	N18766
Model/Series:	C-23 C-23	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Utility	Serial Number:	M-1940
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	Annual	Certified Max Gross Wt.:	2450 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Lycoming
ELT:		Engine Model/Series:	O-360-A4K
Registered Owner:	GREAT LAKES AIRCRAFT, INC.	Rated Power:	180 Horsepower
Operator:		Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	FCM ,906 ft msl	Distance from Accident Site:	
Observation Time:	13:53 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Unknown	Visibility	3 miles
Lowest Ceiling:	Broken / 2500 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	9 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	190°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	3°C / -6°C
Precipitation and Obscuration:	N/A - None - Haze		
Departure Point:	(FCM)	Type of Flight Plan Filed:	None
Destination:	(FCM)	Type of Clearance:	VFR
Departure Time:	14:00 Local	Type of Airspace:	Class D

Airport Information

Airport:	FLYING CLOUD FCM	Runway Surface Type:	Asphalt
Airport Elevation:	906 ft msl	Runway Surface Condition:	Dry
Runway Used:	18	IFR Approach:	None
Runway Length/Width:	2691 ft / 75 ft	VFR Approach/Landing:	Go around;Straight-in

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	3 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	4 Minor	Latitude, Longitude:	44.840137,-93.450416(est)

Administrative Information

Investigator In Charge (IIC):	Sullivan, Pamela
Additional Participating Persons:	DALE WHITMORE; MINNEAPOLIS , MN
Original Publish Date:	December 8, 1998
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=10828

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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](#).