



# Aviation Investigation Final Report

<b>Location:</b>	WESTMINSTER, Maryland	<b>Accident Number:</b>	BF091LA001
<b>Date &amp; Time:</b>	October 6, 1990, 12:00 Local	<b>Registration:</b>	N4005T
<b>Aircraft:</b>	BEECH B23	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

THE PRIVATE PILOT STATED THAT THE CROSSWIND CAUSED HIM TO LOSE DIRECTIONAL CONTROL OF THE AIRCRAFT. WHEN THE AIRCRAFT VEERED TO THE LEFT SIDE OF THE RUNWAY, THE PILOT OVER-CORRECTED. THE AIRCRAFT SWERVED BACK ACROSS THE RUNWAY, ACROSS A GRASSY AREA, AND IMPACTED A SMALL BRUSH-COVERED BERM LOCATED OFF THE RIGHT SIDE OF THE RUNWAY. THE WINDS WERE REPORTED TO BE OUT OF 250 DEGREES AT 10 KNOTS, WITH GUSTS TO 18 KNOTS; THE ACTIVE RUNWAY WAS RUNWAY 16.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S FAILURE TO MAINTAIN POSITIVE DIRECTIONAL CONTROL DURING THE LANDING. IMPROPER CROSSWIND COMPENSATION AND A VARIABLE, GUSTY CROSSWIND WERE CONTRIBUTING FACTORS.

## Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER  
Phase of Operation: LANDING - ROLL

### Findings

1. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. (F) WEATHER CONDITION - CROSSWIND

3. (F) COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
4. GROUND LOOP/SWERVE - ENCOUNTERED - PILOT IN COMMAND

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Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER  
Phase of Operation: LANDING - ROLL

Findings

5. TERRAIN CONDITION - BERM

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	47, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical-w/ waivers/lim	<b>Last FAA Medical Exam:</b>	October 28, 1989
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	125 hours (Total, all aircraft), 11 hours (Total, this make and model), 70 hours (Pilot In Command, all aircraft), 19 hours (Last 90 days, all aircraft), 11 hours (Last 30 days, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	BEECH	<b>Registration:</b>	N4005T
<b>Model/Series:</b>	B23 B23	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	M-1111
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	September 18, 1990 Annual	<b>Certified Max Gross Wt.:</b>	2450 lbs
<b>Time Since Last Inspection:</b>	10 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	2537 Hrs	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	O-360-A2G
<b>Registered Owner:</b>	LESLIE A. WALL	<b>Rated Power:</b>	180 Horsepower
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## 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>	Scattered / 4500 ft AGL	<b>Visibility</b>	20 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	10 knots / 18 knots	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	250°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>		<b>Temperature/Dew Point:</b>	18°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>		<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	11:15 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	CARROLL COUNTY AIRPORT W54	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	780 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	16	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	3500 ft / 75 ft	<b>VFR Approach/Landing:</b>	Full stop

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 None	<b>Latitude, Longitude:</b>	39.569671,-77.00019(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Jones, Dennis
<b>Additional Participating Persons:</b>	FRANK GARRISI; BALTIMORE , MD
<b>Original Publish Date:</b>	September 28, 1992
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=11633">https://data.nts.gov/Docket?ProjectID=11633</a>

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