



Aviation Investigation Final Report

Location:	ROOSEVELT, Utah	Accident Number:	DEN87LA115
Date & Time:	April 29, 1987, 09:45 Local	Registration:	N4745J
Aircraft:	BEECH A23-24	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

DURING LANDING, AS THE ACFT NEARED THE TAXIWAY LEADING TO THE PARKING RAMP, THE PLT APPLIED BRAKES AND THE ACFT VEERED TO THE OFF THE RWY. THE PLT THEN APPLIED PWR IN AN ATTEMPT TO TAKEOFF. THE ACFT PARALLELED THE RWY FOR A SHORT DISTANCE AND AFTER CROSSING A TAXIWAY THE LT WING TOUCHED THE GROUND AND THE ACFT SWERVED TO THE LT. THE ACFT CROSSED THE RWY AT FULL PWR AND BECAME AIRBORNE. AFTER FLYING FOR A SHORT DISTANCE ALONG THE LT SIDE OF THE RWY THE ACFT STALLED, THE WHEELS HIT A SAND DUNE AND THE ACFT NOSED OVER.

Probable Cause and Findings

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

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER

Phase of Operation: LANDING - ROLL

Findings

1. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: GO-AROUND (VFR)

Findings

2. (C) PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
3. (C) GO-AROUND - ATTEMPTED - PILOT IN COMMAND
4. STALL/MUSH - INADVERTENT - PILOT IN COMMAND

Occurrence #3: NOSE OVER

Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

Pilot Information

Certificate:	Student	Age:	40, 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:	February 6, 1987
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	22 hours (Total, all aircraft), 22 hours (Total, this make and model), 3 hours (Pilot In Command, all aircraft), 13 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N4745J
Model/Series:	A23-24 A23-24	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	MA180
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	June 1, 1987 Annual	Certified Max Gross Wt.:	2550 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	1628 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	IO-360
Registered Owner:	GORDON E SNOW	Rated Power:	200 Horsepower
Operator:	GORDON E. SNOW	Operating Certificate(s) Held:	None
Operator Does Business As:	COUNTRY AIR, INC.	Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	25 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	16°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	08:30 Local	Type of Airspace:	Class G

Airport Information

Airport:	ROOSEVELT MUNICIPAL 74V	Runway Surface Type:	Asphalt
Airport Elevation:	5170 ft msl	Runway Surface Condition:	Dry
Runway Used:	7	IFR Approach:	None
Runway Length/Width:	6500 ft / 60 ft	VFR Approach/Landing:	Full stop;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	40.280841,-109.999633(est)

Administrative Information

Investigator In Charge (IIC):	Johnson, Robert
Additional Participating Persons:	BRENT A ROBINSON; SALT LAKE CITY , UT
Original Publish Date:	July 5, 1988
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=17216

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](#).