



# Aviation Investigation Final Report

<b>Location:</b>	WATKINS, Colorado	<b>Accident Number:</b>	DEN90LA107
<b>Date &amp; Time:</b>	May 8, 1990, 15:15 Local	<b>Registration:</b>	N113EW
<b>Aircraft:</b>	BEECH B-55	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 Minor, 2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Instructional		

## Analysis

THE PURPOSE OF THE FLIGHT WAS MULTIENGINE INSTRUCTION. THE STUDENT WAS EXECUTING A SIMULATED RT. ENGINE OUT ILS APPROACH TO RUNWAY 26. THE WIND WAS REPORTED TO BE FROM 360 DEGREES AT 19 KTS. WITH GUSTS TO 24 KTS. THE STUDENT AND INSTRUCTOR ATTEMPTED TO CORRECT FOR THE RIGHT CROSSWIND WITH FULL LEFT AILERON AND RUDDER DEFLECTION. THE AIRPLANE CONTINUED TO DRIFT OFF CENTERLINE AS IT CROSSED THE MIDDLE MARKER. A GO-AROUND WAS ATTEMPTED WITH FULL POWER (BOTH ENGINES) BUT THE AIRSPEED DECAYED AND THE PILOTS COULD NOT MAINTAIN DIRECTIONAL OR ALTITUDE CONTROL. THE PILOT OPERATING HANDBOOK FOR THE BEECH 55 STATES THE DEMONSTRATED CROSSWIND LIMITATION WITH BOTH ENGINES OPERATING IS 22 KTS.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: EXECUTING OF A SIMULATED SINGLE ENGINE APPROACH IN WIND CONDITIONS THAT EXCEEDED THE DEMONSTRATED CROSSWIND CAPABILITY OF THE AIRPLANE WITH BOTH ENGINES OPERATING.

## Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT  
Phase of Operation: GO-AROUND (VFR)

Findings

1. (F) WEATHER CONDITION - CROSSWIND
2. GO-AROUND - PERFORMED - DUAL STUDENT
3. (C) AIRSPEED - NOT MAINTAINED - DUAL STUDENT
4. (C) REMEDIAL ACTION - DELAYED - PILOT IN COMMAND(CFI)
5. (C) STALL/MUSH - INADVERTENT - PILOT IN COMMAND(CFI)
6. (F) PERFORMANCE DATA - DISREGARDED - PILOT IN COMMAND(CFI)

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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: DESCENT - UNCONTROLLED

## Factual Information

### Pilot Information

<b>Certificate:</b>	Airline transport; Commercial; Flight instructor	<b>Age:</b>	56, Male
<b>Airplane Rating(s):</b>	Single-engine land; Single-engine sea; Multi-engine land	<b>Seat Occupied:</b>	Right
<b>Other Aircraft Rating(s):</b>	Helicopter	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane; Helicopter	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	Airplane multi-engine; Airplane single-engine; Helicopter; Instrument airplane	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 Valid Medical-w/ waivers/lim	<b>Last FAA Medical Exam:</b>	September 1, 1989
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	8400 hours (Total, all aircraft), 500 hours (Total, this make and model), 7650 hours (Pilot In Command, all aircraft), 125 hours (Last 90 days, all aircraft), 50 hours (Last 30 days, all aircraft), 6 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	BEECH	<b>Registration:</b>	N113EW
<b>Model/Series:</b>	B-55 B-55	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	TC1099
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	May 7, 1990 100 hour	<b>Certified Max Gross Wt.:</b>	5100 lbs
<b>Time Since Last Inspection:</b>	1 Hrs	<b>Engines:</b>	2 Reciprocating
<b>Airframe Total Time:</b>	3076 Hrs	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	IO-520-E7B
<b>Registered Owner:</b>	COY CORRELL/JOHN WHELAN	<b>Rated Power:</b>	300 Horsepower
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>	INT'L AIR CARRIER FLT ACADEMY	<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>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	Broken / 800 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	19 knots / 24 knots	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	360°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29 inches Hg	<b>Temperature/Dew Point:</b>	10°C / 6°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	(FTG )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	(FTG )	<b>Type of Clearance:</b>	VFR
<b>Departure Time:</b>	14:00 Local	<b>Type of Airspace:</b>	Class E

## Airport Information

<b>Airport:</b>	PRONT RANGE AIRPORT FTG	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	5485 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	26	<b>IFR Approach:</b>	ILS
<b>Runway Length/Width:</b>	8000 ft / 100 ft	<b>VFR Approach/Landing:</b>	None

## Wreckage and Impact Information

<b>Crew Injuries:</b>	2 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 Minor	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 Minor, 2 None	<b>Latitude, Longitude:</b>	39.750232,-104.59906(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Feith, Gregory
<b>Additional Participating Persons:</b>	PETER LEE; DENVER , CO
<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.ntsb.gov/Docket?ProjectID=17928">https://data.ntsb.gov/Docket?ProjectID=17928</a>

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