



Aviation Investigation Final Report

Location:	SEARCY, Arkansas	Accident Number:	FTW93LA130
Date & Time:	April 15, 1993, 18:45 Local	Registration:	N2150W
Aircraft:	BEECH C23	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 Minor
Flight Conducted Under:	Part 91: General aviation - Ferry		

Analysis

A PILOT LANDING ON RUNWAY 19 FAILED TO COMPENSATE FOR THE EXISTING CROSSWIND RESULTING IN A HARD LANDING. WHILE ATTEMPTING TO ABORT THE LANDING, THE AIRPLANE WAS OBSERVED ASSUMING AN EXAGGERATED NOSE HIGH ATTITUDE AFTER HE BECAME AIRBORNE. CONTROL WAS LOST AND THE LEFT WING IMPACTED THE GROUND BETWEEN THE RUNWAY AND A PARALLEL TAXIWAY. A WITNESS REPORTED THE WINDS TO BE FROM 225 DEGREES AT 8 KNOTS. THE PILOT STATED THAT 'AN EXTREME 90 DEGREE CROSSWIND GUST WAS BLOWING THE AIRPLANE OFF THE RUNWAY.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S IMPROPER FLARE AND HIS IMPROPER RECOVERY FOR A BOUNCED LANDING. THE CROSSWIND AND THE PILOT'S IMPROPER COMPENSATION FOR THE WIND WERE FACTORS.

Findings

Occurrence #1: HARD LANDING
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (F) WEATHER CONDITION - CROSSWIND

2. (F) COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
3. (C) FLARE - IMPROPER - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: LANDING - ABORTED

Findings

4. (C) RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND

Factual Information

On April 15, 1993, at approximately 1845 central daylight time, a Beech C23, N2150W, was substantially damaged while landing at the Searcy Municipal Airport, near Searcy, Arkansas. The private pilot and his passenger sustained minor injuries. Visual meteorological conditions prevailed for the ferry flight.

According to the Federal Aviation Administration (FAA) inspector, the airplane was recently purchased by the Coastal Carolina Aero Club, and was being ferried from Seattle, Washington, to Ocean Isle Beach, in North Carolina.

According to a witness at the airport, the airplane was observed in the traffic pattern for runway 19 flying at low speed. The witness added that the airplane was in a level attitude at approximately ten to twelve feet off the runway surface when it dropped, landed hard, bounced once, and rolled for some distance before the pilot added power to attempt to abort the landing. The witness further stated that during the attempted aborted landing, the airplane was observed in an exaggerated nose high attitude until control was lost. He estimated that the winds were blowing from the southwest at 8 knots.

The pilot stated that after the wheels touched down on the runway, "an extreme 90 degree crosswind gust was blowing the airplane off the runway." He added that he attempted to make a go around and was airborne before control was lost.

The left wing impacted the grass area between the runway and a parallel taxiway. Post accident inspection of the airframe revealed that in addition to the left wing spar being separated from the fuselage, the left main landing gear, nose landing gear, and propeller were also damaged.

The wreckage was verbally released to the owner's representative by the Federal Aviation Administration inspector at the accident site.

Pilot Information

Certificate:	Private	Age:	69, 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--no waivers/lim.	Last FAA Medical Exam:	June 11, 1992
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	120 hours (Total, all aircraft), 120 hours (Pilot In Command, all aircraft), 32 hours (Last 90 days, all aircraft), 7 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N2150W
Model/Series:	C23 C23	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	M-1576
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	April 1, 1992 Annual	Certified Max Gross Wt.:	2550 lbs
Time Since Last Inspection:	14 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1546 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-360-A4J
Registered Owner:	COASTAL CAROLINA AERO CLUB	Rated Power:	180 Horsepower
Operator:	COASTAL CAROLINA AERO CLUB	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:	LRF ,325 ft msl	Distance from Accident Site:	31 Nautical Miles
Observation Time:	18:55 Local	Direction from Accident Site:	195°
Lowest Cloud Condition:	Scattered / 1500 ft AGL	Visibility	13 miles
Lowest Ceiling:	Overcast / 2500 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	13 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	280°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	8°C / 4°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	OKLAHOMA CITY , OK (PWA)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	16:30 Local	Type of Airspace:	Class G

Airport Information

Airport:	SEARCY MUNICIPAL M07	Runway Surface Type:	Asphalt
Airport Elevation:	260 ft msl	Runway Surface Condition:	Dry
Runway Used:	19	IFR Approach:	
Runway Length/Width:	5000 ft / 75 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Minor	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	Casanova, Hector
Additional Participating Persons:	NEAL R VINES; LITTLE ROCK, AR
Original Publish Date:	October 25, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=18729

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](#).