



# Aviation Investigation Final Report

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<b>Location:</b>	Sidney, Ohio	<b>Accident Number:</b>	ERA24LA064
<b>Date &amp; Time:</b>	December 12, 2023, 15:44 Local	<b>Registration:</b>	N6643H
<b>Aircraft:</b>	Beech A36	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Hard landing	<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

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## Analysis

The right seat pilot reported that after performing a preflight inspection, he anticipated the airplane would need to be refueled and subsequently left the fuel caps unlocked. After a discussion with the left seat pilot (who was acting as the pilot-in-command), they decided they would not need to refuel before the flight. Both pilots performed another walk around inspection and neither pilot noticed that the fuel caps remained unlocked.

Shortly after takeoff, the right seat pilot noticed that both fuel caps were not secure, and that fuel was escaping from both main fuel tanks. He elected to make return to the departure airport and land on the opposite direction runway. The pilots were both manipulating the controls when they landed the airplane “hard” on the main landing gear. The airplane then bounced and veered to the right of the runway, impacting a terminal sign and taxi light. The hard landing and subsequent runway excursion resulted in substantial damage to the wings and fuselage. The pilots reported that there were no preaccident mechanical malfunctions or failures with the airplane that would have precluded normal operation.

## Probable Cause and Findings

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

The pilots’ improper landing flare, which resulted in a hard landing, runway excursion, and subsequent impact with a terminal sign and taxi light.

## Findings

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<b>Aircraft</b>	Landing flare - Not attained/maintained
<b>Personnel issues</b>	Aircraft control - Pilot

## Factual Information

### History of Flight

<b>Landing-flare/touchdown</b>	Hard landing (Defining event)
<b>Landing-flare/touchdown</b>	Landing gear collapse
<b>Landing-landing roll</b>	Runway excursion

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	73, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Right
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Lap only
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>	Class 3 With waivers/limitations	<b>Last FAA Medical Exam:</b>	October 26, 2022
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	May 12, 2022
<b>Flight Time:</b>	1341 hours (Total, all aircraft), 360 hours (Total, this make and model)		

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	67, 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>	3-point
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>	Class 3 Waiver time limited special	<b>Last FAA Medical Exam:</b>	June 13, 2023
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	November 22, 2017
<b>Flight Time:</b>	1562 hours (Total, all aircraft), 1312 hours (Total, this make and model), 1492 hours (Pilot In Command, all aircraft), 0 hours (Last 90 days, all aircraft), 0 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Beech	<b>Registration:</b>	N6643H
<b>Model/Series:</b>	A36	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	1980	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Utility	<b>Serial Number:</b>	E-1667
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	6
<b>Date/Type of Last Inspection:</b>	April 14, 2023 Annual	<b>Certified Max Gross Wt.:</b>	3780 lbs
<b>Time Since Last Inspection:</b>	56 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	6497.4 Hrs at time of accident	<b>Engine Manufacturer:</b>	Continental Aerospace Technologies
<b>ELT:</b>	C91 installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	IO-520-BB
<b>Registered Owner:</b>	On file	<b>Rated Power:</b>	285 Horsepower
<b>Operator:</b>	On file	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	EDJ,1123 ft msl	<b>Distance from Accident Site:</b>	17 Nautical Miles
<b>Observation Time:</b>	15:35 Local	<b>Direction from Accident Site:</b>	63°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	14 knots / 20 knots	<b>Turbulence Type Forecast/Actual:</b>	None / None
<b>Wind Direction:</b>	270°	<b>Turbulence Severity Forecast/Actual:</b>	N/A / N/A
<b>Altimeter Setting:</b>	30.31 inches Hg	<b>Temperature/Dew Point:</b>	8°C / -5°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Sidney, OH (SCA)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Sidney, OH (SCA)	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	15:44 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	SIDNEY MUNI SCA	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	1044 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	05	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	2981 ft / 50 ft	<b>VFR Approach/Landing:</b>	Full stop

## Wreckage and Impact Information

<b>Crew Injuries:</b>	2 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	N/A	<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>	40.241278,-84.147861(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Gibson, Kurt
<b>Additional Participating Persons:</b>	David Schluemp; FAA/FSDO; Columbus, OH
<b>Original Publish Date:</b>	January 25, 2024
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class 4</a>
<b>Note:</b>	The NTSB did not travel to the scene of this accident.
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=193518">https://data.ntsb.gov/Docket?ProjectID=193518</a>

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](#).