



Aviation Investigation Final Report

Location:	Texarkana, Arkansas	Accident Number:	CEN24LA069
Date & Time:	December 18, 2023, 17:30 Local	Registration:	N4104X
Aircraft:	Aero Commander 100	Aircraft Damage:	Substantial
Defining Event:	Collision with terr/obj (non-CFIT)	Injuries:	2 Minor
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

The flight instructor, who was at the flight controls, and the student pilot departed runway 31 and entered the left traffic pattern. The instructor reported that during the pattern, he lost situational awareness and aligned the airplane on final approach for runway 4 with full flaps extended. Upon realizing his error, he applied full power and turned right to enter the downwind for runway 31, but he did not retract the flaps. The airplane was unable to climb and impacted a heavily wooded area. The airplane sustained substantial damage to both wings, fuselage, vertical stabilizer, and horizontal stabilizer.

The flight instructor reported that there were no mechanical failures or malfunctions 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 pilot's improper decision to attempt a go-around with full flaps extended, which resulted in decreased climb performance and led to a collision with trees.

Findings

Aircraft	Altitude - Not attained/maintained
Aircraft	Climb capability - Attain/maintain not possible
Personnel issues	Monitoring environment - Instructor/check pilot
Personnel issues	Incorrect action selection - Instructor/check pilot
Personnel issues	Decision making/judgment - Instructor/check pilot
Environmental issues	(general) - Ability to respond/compensate

Factual Information

History of Flight

Approach-VFR go-around	Attempted remediation/recovery
Approach-VFR go-around	Collision with terr/obj (non-CFIT) (Defining event)

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	74, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Lap only
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane single-engine	Toxicology Performed:	
Medical Certification:	Class 2 With waivers/limitations	Last FAA Medical Exam:	October 11, 2023
Occupational Pilot:	No	Last Flight Review or Equivalent:	July 30, 2023
Flight Time:	1394 hours (Total, all aircraft), 8 hours (Total, this make and model), 1114 hours (Pilot In Command, all aircraft), 45 hours (Last 90 days, all aircraft), 22 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

Student pilot Information

Certificate:	Student	Age:	17, Male
Airplane Rating(s):	None	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	Lap only
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3 Without waivers/limitations	Last FAA Medical Exam:	November 5, 2023
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	7 hours (Total, all aircraft), 0 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Aero Commander	Registration:	N4104X
Model/Series:	100	Aircraft Category:	Airplane
Year of Manufacture:	1968	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	201
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	February 15, 2023 Annual	Certified Max Gross Wt.:	2250 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	2066 Hrs at time of accident	Engine Manufacturer:	Lycoming
ELT:	Installed, activated, aided in locating accident	Engine Model/Series:	O-320-A2B
Registered Owner:	On file	Rated Power:	150 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Dusk
Observation Facility, Elevation:	KTXK,389 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	17:48 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots / 0 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	340°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.22 inches Hg	Temperature/Dew Point:	12°C / -5°C
Precipitation and Obscuration:			
Departure Point:	Texarkana, AR	Type of Flight Plan Filed:	None
Destination:	Texarkana, AR	Type of Clearance:	Unknown
Departure Time:		Type of Airspace:	Class D

Airport Information

Airport:	Texarkana TXK	Runway Surface Type:	
Airport Elevation:	389 ft msl	Runway Surface Condition:	Dry
Runway Used:		IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	2 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Minor	Latitude, Longitude:	33.453611,-93.990833

Administrative Information

Investigator In Charge (IIC):	Abraham, Laura
Additional Participating Persons:	Bill Kelly; FAA; Little Rock, AR
Original Publish Date:	April 12, 2024
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=193544

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](#).