



# Aviation Investigation Final Report

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|                                |                                      |                         |             |
|--------------------------------|--------------------------------------|-------------------------|-------------|
| <b>Location:</b>               | Lincoln, Nebraska                    | <b>Accident Number:</b> | CEN24LA293  |
| <b>Date &amp; Time:</b>        | July 30, 2024, 11:15 Local           | <b>Registration:</b>    | N8121N      |
| <b>Aircraft:</b>               | Beech F33A                           | <b>Aircraft Damage:</b> | Substantial |
| <b>Defining Event:</b>         | Loss of control on ground            | <b>Injuries:</b>        | 3 None      |
| <b>Flight Conducted Under:</b> | Part 91: General aviation - Personal |                         |             |

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## Analysis

The pilot reported that during the landing roll, the airplane began to skid to the right for 3-5 seconds after touchdown. The pilot corrected with left aileron; however, the left wing lifted and the right wing struck the ground. The airplane ground looped to the left and exited the runway. It struck several runway edge lights and came to rest upright against a taxiway sign, which resulted in substantial damage to the left horizontal stabilizer.

The pilot reported that there were no preimpact mechanical failures or malfunctions that would have precluded normal operation. At the time of the accident, the pilot was landing the airplane on runway 17 with wind from 090° at 11 knots.

## Probable Cause and Findings

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

The pilot's failure to maintain directional control during the landing roll with a crosswind.

## Findings

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|-----------------------------|---|
| <b>Personnel issues</b>     | Aircraft control - Pilot                      |
| <b>Aircraft</b>             | Directional control - Not attained/maintained |
| <b>Environmental issues</b> | Crosswind - Effect on operation               |

## Factual Information

### History of Flight

|                             |  |
|-----------------------------|--|
| <b>Landing-landing roll</b> | Other weather encounter                    |
| <b>Landing-landing roll</b> | Loss of control on ground (Defining event) |
| <b>Landing-landing roll</b> | Attempted remediation/recovery             |
| <b>Landing-landing roll</b> | Runway excursion                           |

### Pilot Information

|                                  |   |  |               |
|----------------------------------|---|--|---------------|
| <b>Certificate:</b>              | Private   | <b>Age:</b>                              | 55, 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>                   | Unknown       |
| <b>Instrument Rating(s):</b>     | None  | <b>Second Pilot Present:</b>             | No            |
| <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>            | July 22, 2024 |
| <b>Occupational Pilot:</b>       | No  | <b>Last Flight Review or Equivalent:</b> | May 22, 2023  |
| <b>Flight Time:</b>              | (Estimated) 264 hours (Total, all aircraft), 49 hours (Total, this make and model), 264 hours (Pilot In Command, all aircraft), 15 hours (Last 90 days, all aircraft), 15 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft) |  |               |

## Aircraft and Owner/Operator Information

|                                      |                                  |                                       |                 |
|--------------------------------------|----------------------------------|---------------------------------------|-----------------|
| <b>Aircraft Make:</b>                | Beech                            | <b>Registration:</b>                  | N8121N          |
| <b>Model/Series:</b>                 | F33A                             | <b>Aircraft Category:</b>             | Airplane        |
| <b>Year of Manufacture:</b>          | 1991                             | <b>Amateur Built:</b>                 |                 |
| <b>Airworthiness Certificate:</b>    | Utility                          | <b>Serial Number:</b>                 | CE-1574         |
| <b>Landing Gear Type:</b>            | Retractable - Tricycle           | <b>Seats:</b>                         | 4               |
| <b>Date/Type of Last Inspection:</b> | April 17, 2024 Annual            | <b>Certified Max Gross Wt.:</b>       | 3754 lbs        |
| <b>Time Since Last Inspection:</b>   |                                  | <b>Engines:</b>                       | 1 Reciprocating |
| <b>Airframe Total Time:</b>          | 2227.3 Hrs as of last inspection | <b>Engine Manufacturer:</b>           | Continental     |
| <b>ELT:</b>                          | C91A installed, not activated    | <b>Engine Model/Series:</b>           | IO-550-B-RA     |
| <b>Registered Owner:</b>             | On file                          | <b>Rated Power:</b>                   | 300 Horsepower  |
| <b>Operator:</b>                     | On file                          | <b>Operating Certificate(s) Held:</b> | None            |
| <b>Operator Does Business As:</b>    | On file                          | <b>Operator Designator Code:</b>      | NA              |

## Meteorological Information and Flight Plan

|   |                                  |   |                          |
|---|----------------------------------|---|--------------------------|
| <b>Conditions at Accident Site:</b>     | Visual (VMC)                     | <b>Condition of Light:</b>                  | Day                      |
| <b>Observation Facility, Elevation:</b> | KLNK,1170 ft msl                 | <b>Distance from Accident Site:</b>         | 0 Nautical Miles         |
| <b>Observation Time:</b>                | 10:54 Local                      | <b>Direction from Accident Site:</b>        | 237°                     |
| <b>Lowest Cloud Condition:</b>          | Clear                            | <b>Visibility</b>                           | 7 miles                  |
| <b>Lowest Ceiling:</b>                  | None                             | <b>Visibility (RVR):</b>                    |                          |
| <b>Wind Speed/Gusts:</b>                | 11 knots /                       | <b>Turbulence Type Forecast/Actual:</b>     | Unknown / None           |
| <b>Wind Direction:</b>                  | 90°                              | <b>Turbulence Severity Forecast/Actual:</b> | Unknown / N/A            |
| <b>Altimeter Setting:</b>               | 29.84 inches Hg                  | <b>Temperature/Dew Point:</b>               | 29°C / 21°C              |
| <b>Precipitation and Obscuration:</b>   | No Obscuration; No Precipitation |   |                          |
| <b>Departure Point:</b>                 | North Platte, NE (LBF)           | <b>Type of Flight Plan Filed:</b>           | VFR                      |
| <b>Destination:</b>                     | Lincoln, NE (LNK)                | <b>Type of Clearance:</b>                   | VFR;VFR flight following |
| <b>Departure Time:</b>                  | 10:05 Local                      | <b>Type of Airspace:</b>                    | Class C                  |

## Airport Information

|                             |                  |                                  |                       |
|-----------------------------|------------------|----------------------------------|-----------------------|
| <b>Airport:</b>             | LINCOLN LNK      | <b>Runway Surface Type:</b>      | Asphalt               |
| <b>Airport Elevation:</b>   | 1218 ft msl      | <b>Runway Surface Condition:</b> | Dry                   |
| <b>Runway Used:</b>         | 17               | <b>IFR Approach:</b>             | None                  |
| <b>Runway Length/Width:</b> | 5801 ft / 100 ft | <b>VFR Approach/Landing:</b>     | Full stop;Straight-in |

## Wreckage and Impact Information

|                            |        |                             |                           |
|----------------------------|--------|-----------------------------|---------------------------|
| <b>Crew Injuries:</b>      | 1 None | <b>Aircraft Damage:</b>     | Substantial               |
| <b>Passenger Injuries:</b> | 2 None | <b>Aircraft Fire:</b>       | None                      |
| <b>Ground Injuries:</b>    | N/A    | <b>Aircraft Explosion:</b>  | None                      |
| <b>Total Injuries:</b>     | 3 None | <b>Latitude, Longitude:</b> | 40.850891,-96.759121(est) |

## Administrative Information

|  |   |
|--|---|
| <b>Investigator In Charge (IIC):</b>     | Maxon, Cory   |
| <b>Additional Participating Persons:</b> | Scott Olson; FAA; Lincoln, NE   |
| <b>Original Publish Date:</b>            | September 19, 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.nts.gov/Docket?ProjectID=194809">https://data.nts.gov/Docket?ProjectID=194809</a> |

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