



Aviation Investigation Final Report

Location:	KAMUELA, Hawaii	Accident Number:	LAX85LA335
Date & Time:	July 31, 1985, 09:20 Local	Registration:	N2354Z
Aircraft:	BEECH 23	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

ON JULY 31, 1985, A BEECH BE-23 OPERATED BY A STUDENT PILOT, CRASHED DURING AN ATTEMPTED GO-AROUND AT THE WAIMEA-KOHALA AIRPORT IN HAWAII. THE ACFT SUSTAINED SUBSTANTIAL DAMAGE AND THE PLT RECEIVED MINOR INJURIES. THE PLT INDICATED HE HAD NOT USED FULL FLAPS IN THIS ACFT BEFORE THIS FLIGHT. DURING THE GO-AROUND MANEUVER, AFTER BOUNCING TWO OR THREE TIMES, HE OBTAINED AN ALTITUDE OF 30 FEET AND STALLED THE ACFT. HE REPORTED NO MECHANICAL MALFUNCTION OR FAILURES WITH THE AIRCRAFT PRIOR TO THE ACCIDENT.

Probable Cause and Findings

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

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: GO-AROUND (VFR)

Findings

1. (F) GO-AROUND - PERFORMED - PILOT IN COMMAND
2. (F) LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
3. (C) AIRSPEED(VMC) - NOT MAINTAINED - PILOT IN COMMAND
4. (F) INADEQUATE TRAINING - PILOT IN COMMAND(CFI)

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

Findings

5. LIGHT CONDITION - DAYLIGHT
6. (C) STALL/MUSH - INADVERTENT - PILOT IN COMMAND
7. (F) IMPROPER USE OF PROCEDURE - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Student	Age:	37, 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:	April 19, 1985
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	22 hours (Total, all aircraft), 9 hours (Total, this make and model), 5 hours (Pilot In Command, all aircraft), 9 hours (Last 90 days, all aircraft), 5 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N2354Z
Model/Series:	23 23	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal; Utility	Serial Number:	M332
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	May 16, 1985 Annual	Certified Max Gross Wt.:	2300 lbs
Time Since Last Inspection:	9 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	4081 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-320 SERIES
Registered Owner:	MAUI AERO CORP,	Rated Power:	160 Horsepower
Operator:		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:	MUE ,2671 ft msl	Distance from Accident Site:	
Observation Time:	08:50 Local	Direction from Accident Site:	230°
Lowest Cloud Condition:	Scattered / 1500 ft AGL	Visibility	20 miles
Lowest Ceiling:	Broken / 4000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	12 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	30°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	21°C / 16°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	KAMUELA , HI (MUE)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	08:15 Local	Type of Airspace:	Airport advisory area

Airport Information

Airport:	KAMUELA MUE	Runway Surface Type:	Asphalt
Airport Elevation:	2671 ft msl	Runway Surface Condition:	Dry
Runway Used:	4	IFR Approach:	None
Runway Length/Width:	5200 ft / 100 ft	VFR Approach/Landing:	Touch and go

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	20.040653,-155.699996(est)

Administrative Information

Investigator In Charge (IIC): Pollack, Wayne

Additional Participating Persons: MARION TILTON; HONOLULU , HI
WILLIAM CHANG; HONOLULU , HI

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=24786>

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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](#).