



Aviation Investigation Final Report

Location:	TRUCKEE, California	Accident Number:	LAX87LA351
Date & Time:	August 14, 1987, 16:00 Local	Registration:	N20904
Aircraft:	BEECH 95-B55	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

DURING A TELEPHONE INTERVIEW, THE PILOT STATED THAT HE 'LANDED HARD' ON RUNWAY 19. WINDS WERE REPORTED TO BE FROM 270 DEGREES AT 15 KNOTS GUSTING TO 20 KNOTS. THERE WERE NO MECHANICAL PROBLEMS REPORTED PRIOR TO THE ACCIDENT. THE PILOT DID NOT REPORT THE ACCIDENT WITHIN TEN DAYS OF THE OCCURRENCE. HE STATED THAT HE DID NOT KNOW THAT THE DAMAGE TO THE AIRCRAFT MET THE NTSB CRITERIA FOR SUBSTANTIAL DAMAGE.

Probable Cause and Findings

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

Findings

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

Findings

1. (F) WEATHER CONDITION - CROSSWIND
2. (C) TOUCHDOWN - MISJUDGED - PILOT IN COMMAND
3. (F) WEATHER CONDITION - GUSTS
4. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Commercial	Age:	51, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	September 28, 1987
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	1424 hours (Total, all aircraft), 23 hours (Total, this make and model), 1132 hours (Pilot In Command, all aircraft), 72 hours (Last 90 days, all aircraft), 33 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N20904
Model/Series:	95-B55 95-B55	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	TC-2101
Landing Gear Type:	Retractable - Tricycle	Seats:	3
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	5100 lbs
Time Since Last Inspection:		Engines:	2 Reciprocating
Airframe Total Time:		Engine Manufacturer:	CONTINENTAL
ELT:	Installed	Engine Model/Series:	O-470-L
Registered Owner:	PAUL P. ORTNER	Rated Power:	260 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:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	15 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	270°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	24°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	WILLOWS , CA (WLW)	Type of Flight Plan Filed:	None
Destination:	TRUCKEE , CA (TRK)	Type of Clearance:	None
Departure Time:	15:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	TRUCKEE TRK	Runway Surface Type:	Asphalt
Airport Elevation:	5900 ft msl	Runway Surface Condition:	Dry
Runway Used:	19	IFR Approach:	None
Runway Length/Width:	4650 ft / 75 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	Leighton, Russell
Additional Participating Persons:	GEORGE C EICHER; RENO , NV
Original Publish Date:	October 6, 1988
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=25701

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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](#).