



Aviation Investigation Final Report

Location:	WILLOWS, California	Accident Number:	LAX92LA250
Date & Time:	June 16, 1992, 15:15 Local	Registration:	N1482L
Aircraft:	BEECH A-23	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT WAS COMPLETING A LOCAL VISUAL FLIGHT RULES PERSONAL FLIGHT. THE PILOT MISJUDGED THE ALTITUDE AND FAILED TO MAINTAIN THE PROPER AIRSPEED DURING THE FLARE AND THE AIRPLANE STALLED AND SLAMMED INTO THE GROUND. THE AIRPLANE BOUNCED ONCE AND SLID OFF THE RUNWAY. ACCORDING TO THE PILOT THE PREVAILING SURFACE WINDS WERE OUT OF THE SOUTH/SOUTHEAST AT 5 KNOTS GUSTING TO 7 KNOTS.

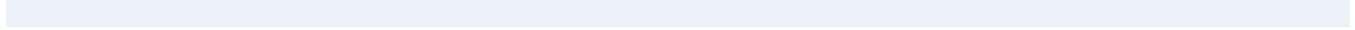
Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S POORLY PLANNED APPROACH. CONTRIBUTING TO THIS ACCIDENT WAS THE PILOT MISJUDGED THE FLARE ALTITUDE AND FAILED TO MAINTAIN THE PROPER AIRSPEED.

Findings

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

- Findings
1. (C) PLANNED APPROACH - POOR - PILOT IN COMMAND
 2. (F) FLARE - MISJUDGED - PILOT IN COMMAND
 3. (F) AIRSPEED(VREF) - NOT MAINTAINED - PILOT IN COMMAND



Factual Information

Pilot Information

Certificate:	Private	Age:	61, 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-w/ waivers/lim	Last FAA Medical Exam:	July 23, 1991
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	618 hours (Total, all aircraft), 262 hours (Total, this make and model), 618 hours (Pilot In Command, all aircraft), 15 hours (Last 90 days, all aircraft), 6 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N1482L
Model/Series:	A-23 A-23	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal; Utility	Serial Number:	M882
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	June 19, 1991 Annual	Certified Max Gross Wt.:	2350 lbs
Time Since Last Inspection:	29 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2674 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed	Engine Model/Series:	IO-346-A
Registered Owner:	HARVEY P. FERRIER	Rated Power:	165 Horsepower
Operator:	HARVEY P. FERRIER	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	50 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots / 7 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	210°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	27°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	MARIPOSA , CA (O68)	Type of Flight Plan Filed:	None
Destination:	WILLOWS , CA (WLW)	Type of Clearance:	None
Departure Time:	00:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	WILLOWS-GLENN COUNTY WLW	Runway Surface Type:	Asphalt
Airport Elevation:	139 ft msl	Runway Surface Condition:	Dry
Runway Used:	16	IFR Approach:	None
Runway Length/Width:	4500 ft / 100 ft	VFR Approach/Landing:	Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC): Llorente, A.

Additional Participating Persons: ASI D. ABDON; SACRAMENTO , CA

Original Publish Date: May 26, 1993

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=27650>

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](#).