



Aviation Investigation Final Report

Location:	KAHULUI, Hawaii	Accident Number:	LAX95LA010
Date & Time:	October 15, 1994, 14:31 Local	Registration:	N60054
Aircraft:	BEECH C-23	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

THE STUDENT PILOT WAS PRACTICING TOUCH-AND-GO TAKEOFFS AND LANDINGS. ON THE LAST LANDING, THE AIRPLANE BOUNCED AND PULLED TO THE LEFT. THE STUDENT PILOT FAILED TO PROPERLY RECOVER FROM THE BOUNCED LANDING AND THE AIRPLANE BOUNCED ON THE SECOND TOUCHDOWN. THE STUDENT PILOT ELECTED TO TAKE OFF, BUT THE AIRPLANE'S AIRSPEED WAS TOO SLOW. THE AIRPLANE STALLED AFTER IT BECAME AIRBORNE AND STRUCK THE GROUND IN A LEFT WING DOWN ATTITUDE. EXAMINATION OF THE LEFT WHEEL BRAKES AND TIRE SHOWED NO EVIDENCE OF ANY WHEEL BRAKE SEIZING OR BINDING.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the student pilot's improper recovery from a bounced landing, improper in-flight decision, and his failure to attain the proper climb airspeed during the initial takeoff resulting in an inadvertent stall. The student pilot's lack of total experience, excessive final approach speed, and misjudging the initial flare altitude were factors in this accident.

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (F) AIRSPEED(VREF) - EXCESSIVE - PILOT IN COMMAND
2. (F) FLARE - MISJUDGED - PILOT IN COMMAND

Occurrence #2: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

3. (C) RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
4. (F) LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
5. (C) IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
6. (C) AIRSPEED - NOT ATTAINED - PILOT IN COMMAND
7. (C) STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

On October 15, 1994, at 1431 hours Hawaii standard time, a Beech C-23, N60054, exited the left side of runway 05 and the left wing collided with the terrain at the Kahului Airport, Kahului, Hawaii. The student pilot was conducting a local solo visual flight rules instructional flight and was not injured. The airplane, owned and operated by Clark Enterprises, Inc., Lahaina, Hawaii, sustained substantial damage. Visual meteorological conditions prevailed. The flight originated at Kahului Airport at 1400 hours.

The student pilot reported in the aircraft accident report that he flew the approach between 80 and 85 knots. On initial touchdown, the airplane bounced and pulled to the left. Thinking that he may have had his foot on the left brake, the student pilot applied power to effect a recovery from the bounced landing. On the second touchdown, the airplane again pulled to the left. The student pilot applied power to execute a go-around, but the airplane's airspeed was too slow. The airplane stalled after it became airborne and struck the ground in a left wing down attitude.

The student pilot said that he examined the left wheel brakes and tire. The examination showed no evidence of any seizing or binding.

He also said that the surface winds were from 325 degrees between 8 and 10 knots. The surface winds reported by the airport traffic control tower personnel at 1437 hours were 320 degrees at 8 knots. The student pilot said that wake turbulence from the preceding airline jet departures on the nearly parallel runway (runway 02) may have caused the severe pull to the left.

The Beech C-23 Pilot's Operating Handbook (POH) shows that the recommended approach speed is 68 knots (78 mph).

Pilot Information

Certificate:	Student	Age:	36, Male
Airplane Rating(s):	None	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:	October 12, 1994
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	25 hours (Total, all aircraft), 21 hours (Total, this make and model), 24 hours (Last 90 days, all aircraft), 24 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N60054
Model/Series:	C-23 C-23	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	M-2128
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	June 1, 1994 Annual	Certified Max Gross Wt.:	2450 lbs
Time Since Last Inspection:	30 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	795 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Not installed	Engine Model/Series:	O-360
Registered Owner:	CLARK ENTERPRISES	Rated Power:	180 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:	OGG ,53 ft msl	Distance from Accident Site:	
Observation Time:	14:37 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 3000 ft AGL	Visibility	15 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	320°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	32°C / 21°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(OGG)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	14:00 Local	Type of Airspace:	Class D

Airport Information

Airport:	KAHULUI AIRPORT OGG	Runway Surface Type:	Asphalt
Airport Elevation:	53 ft msl	Runway Surface Condition:	Dry
Runway Used:	5	IFR Approach:	None
Runway Length/Width:	4990 ft / 150 ft	VFR Approach/Landing:	Traffic pattern

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:	20.87022,-156.450927(est)

Administrative Information

Investigator In Charge (IIC): Llorente, A.

Additional Participating Persons: WILLIAM M MILLER; HONOLULU , HI

Original Publish Date: January 25, 1995

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.ntsb.gov/Docket?ProjectID=28964>

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