



Aviation Investigation Final Report

Location:	VERGENNES, Vermont	Accident Number:	NYC87DNC11
Date & Time:	July 26, 1987, 15:40 Local	Registration:	N6009S
Aircraft:	BEECH C23	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT OF THE BEECH C23 HAD TAKEN OFF AND WAS RETURNING TO THE AIRPORT DUE TO DETERIORATING WEATHER CONDITIONS. THE PILOT ATTEMPTED TO LAND ON RUNWAY 20, BUT MADE A GO AROUND BECAUSE OF GUSTY WINDS. ON THE SECOND ATTEMPT TO LAND ON THE SAME RUNWAY, THE AIRCRAFT TOUCHED DOWN ON THE WET 3000 FOOT GRASS STRIP WITH 1200 FEET OF RUNWAY REMAINING. THE AIRCRAFT RAN OFF THE RUNWAY AND HIT TREES. AFTER THE AIRCRAFT CAME TO REST, THE PILOT NOTED THAT THE WIND SOCK WAS INDICATING THAT HE HAD LANDED DOWNWIND.

Probable Cause and Findings

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

Findings

Occurrence #1: OVERRUN
Phase of Operation: LANDING - ROLL

Findings

1. (F) WEATHER CONDITION - TAILWIND
 2. (F) AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - WET
 3. (C) WRONG RUNWAY - SELECTED - PILOT IN COMMAND
 4. (C) COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
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Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: LANDING - ROLL

Findings

5. (F) OBJECT - TREE(S)

Factual Information

Pilot Information

Certificate:	Private	Age:	29, 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:	June 18, 1986
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	118 hours (Total, all aircraft), 38 hours (Total, this make and model), 80 hours (Pilot In Command, all aircraft), 45 hours (Last 90 days, all aircraft), 20 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N6009S
Model/Series:	C23 C23	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	M2092
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	2450 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-360
Registered Owner:	FAA FLYING CLUB	Rated Power:	180 Horsepower
Operator:	PHILLIP E RAILSBACK	Operating Certificate(s) Held:	
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:	Unknown	Visibility	15 miles
Lowest Ceiling:	Broken / 4000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	25 knots / 30 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	270°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	24°C / -18°C
Precipitation and Obscuration:	Moderate - None - Rain		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	14:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	BASIN HARBOR B06	Runway Surface Type:	Grass/turf
Airport Elevation:	132 ft msl	Runway Surface Condition:	Wet
Runway Used:	20	IFR Approach:	None
Runway Length/Width:	3000 ft / 95 ft	VFR Approach/Landing:	Full stop;Precautionary landing

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): Dziadzio, Robert

Additional Participating Persons:

Original Publish Date: August 8, 1989

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=30457>

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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](#).