



# Aviation Investigation Final Report

<b>Location:</b>	BLOOMFIELD, Iowa	<b>Accident Number:</b>	MKC84LA127
<b>Date &amp; Time:</b>	April 20, 1984, 12:30 Local	<b>Registration:</b>	N6715W
<b>Aircraft:</b>	BEECH C23	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 Minor
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

ACCORDING TO FAA RECORDS, THE STUDENT PLT RECIEVED A WX BRIEFING AT 1000 CST. AT THAT TIME, THE LATEST WX OBSERVATION AT OTTUMUA, IA, (CLOSEST WX STATION TO BROOMFIELD, IA) SHOWED THE WIND WAS FROM 110 DEGS AT 11 KTS. ABOUT 25 MINS AFTER THE BRIEFING, THE FORECAST WAS AMENDED TO EXPECT WINDS FROM 090 DEGS AT 15 KTS. ARRIVING AT BROOMFIELD THE PLT MADE A GO-AROUND AFTER ENCOUNTERING A STRONG X-WIND ON THE 1ST APCH. HE LANDED AFTER THE 2ND APCH BUT THE ACFT DRIFTED OFF THE LEFT SIDE OF THE RWY & HIT A DITCH. THE UNICOM WAS NOT OPERATIONAL AT THE TIME OF THE ACCIDENT, BUT THERE WAS AN OPERATIONAL WIND SOCK. AN AG OPERATOR ON THE ARPT ESTIMATED THE WIND WAS FROM THE EAST AT 20 TO 30 KTS. THESTUDENT DID NOT CONTACT THE FSS AT OTTUMUA TO UPDATE THE WIND WX INFO.

## 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: LANDING - ROLL

Findings

1. (C) WEATHER EVALUATION - IMPROPER - PILOT IN COMMAND
2. (F) IN-FLIGHT WEATHER ADVISORIES - NOT USED - PILOT IN COMMAND
3. (F) LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
4. (F) WEATHER CONDITION - CROSSWIND
5. (C) COMPENSATION FOR WIND CONDITIONS - NOT POSSIBLE - PILOT IN COMMAND
6. (F) OVERCONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND
7. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
8. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

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Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER  
Phase of Operation: LANDING - ROLL

Findings

9. (F) TERRAIN CONDITION - DITCH

## Factual Information

### Pilot Information

<b>Certificate:</b>	Student	<b>Age:</b>	31, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical-w/ waivers/lim	<b>Last FAA Medical Exam:</b>	December 20, 1984
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	65 hours (Total, all aircraft), 55 hours (Total, this make and model), 14 hours (Pilot In Command, all aircraft), 16 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	BEECH	<b>Registration:</b>	N6715W
<b>Model/Series:</b>	C23 C23	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Utility	<b>Serial Number:</b>	M-2259
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	March 28, 1984 Annual	<b>Certified Max Gross Wt.:</b>	2450 lbs
<b>Time Since Last Inspection:</b>	27 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	1196 Hrs	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed	<b>Engine Model/Series:</b>	O-360-A4K
<b>Registered Owner:</b>	WILLIAM F. JEFFERS	<b>Rated Power:</b>	180 Horsepower
<b>Operator:</b>	ELLIOTT BEECHCRAFT	<b>Operating Certificate(s) Held:</b>	On-demand air taxi (135)
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	OTA ,845 ft msl	<b>Distance from Accident Site:</b>	21 Nautical Miles
<b>Observation Time:</b>	12:54 Local	<b>Direction from Accident Site:</b>	350°
<b>Lowest Cloud Condition:</b>	Unknown	<b>Visibility</b>	7 miles
<b>Lowest Ceiling:</b>	Broken / 3500 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	14 knots / 25 knots	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	70°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30 inches Hg	<b>Temperature/Dew Point:</b>	13°C / 5°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	MOLINE , IL (MLI )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	11:30 Local	<b>Type of Airspace:</b>	

## Airport Information

<b>Airport:</b>	BLOOMSFIELD MUNI 4K6	<b>Runway Surface Type:</b>	Concrete
<b>Airport Elevation:</b>	887 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	36	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	3400 ft / 50 ft	<b>VFR Approach/Landing:</b>	

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Minor	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 Minor	<b>Latitude, Longitude:</b>	40.740406,-92.409286(est)

## Administrative Information

**Investigator In Charge (IIC):** Johnson, Robert

**Additional Participating Persons:**

**Original Publish Date:**

**Last Revision Date:**

**Investigation Class:** [Class](#)

**Note:**

**Investigation Docket:** <https://data.nts.gov/Docket?ProjectID=33670>

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