



Aviation Investigation Final Report

Location:	COLLEGEDALE, Tennessee	Accident Number:	ATL94LA078
Date & Time:	April 9, 1994, 15:30 Local	Registration:	N6639C
Aircraft:	BEECH C-23	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

DURING A FULL STOP LANDING ATTEMPT, THE AIRPLANE BOUNCED TWICE AT TOUCHDOWN AND THE PILOT LOST CONTROL OF THE AIRPLANE WHEN HE ENCOUNTERED A CROSSWIND. THE AIRPLANE VEERED OFF THE RUNWAY AND COLLIDED WITH A UTILITY LINE AND A TREE. THE NEAREST WEATHER REPORTING FACILITY RECORDED THE WINDS AS 140 DEGREES AT 8 KNOTS. THE PILOT REPORTED THE WINDS AT THE ACCIDENT AIRPORT EASTERLY AT 10 KNOTS, GUSTING TO 15 KNOTS. THE PILOT DID NOT REPORT A MECHANICAL PROBLEM WITH THE AIRPLANE.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S FAILURE TO COMPENSATE FOR WIND CONDITIONS DURING A CROSSWIND LANDING. THE CROSSWIND WAS A FACTOR.

Findings

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

Findings

1. (F) WEATHER CONDITION - CROSSWIND
2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND

Occurrence #2: OVERRUN

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Occurrence #3: ON GROUND/WATER COLLISION WITH OBJECT

Phase of Operation: LANDING - ROLL

Findings

4. OBJECT - WIRE, TRANSMISSION

5. OBJECT - TREE(S)

Factual Information

On April 9, 1994, at 1530 eastern daylight time, a Beech C-23, N6639C, collided with the ground during an attempted landing to runway 21 at Collegedale Municipal Airport, Collegedale, Tennessee. Visual weather conditions prevailed at the time of the accident, and the personal flight operated under 14 CFR Part 91, with no flight plan filed. The airplane sustained substantial damage, and the pilot and passenger received minor injuries. According to the pilot, the flight departed Cincinnati, Ohio, at 1230 hours.

During a full stop landing attempt, the airplane bounced twice at touchdown and the pilot applied power to start a go around. The pilot confirmed that power was added in an attempt to salvage the landing. He further stated that a gust of wind, approximately fifteen knots, pushed the airplane off the runway, and he lost control of the airplane. The airplane collided with utility lines, a tree, and the ground. No mechanical problems with the airplane were reported by the pilot.

Pilot Information

Certificate:	Private	Age:	54, 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:	October 29, 1993
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	160 hours (Total, all aircraft), 40 hours (Total, this make and model), 15 hours (Last 90 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N6639C
Model/Series:	C-23 C-23	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	M2222
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	Annual	Certified Max Gross Wt.:	2450 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-360-A4K
Registered Owner:	GEAR UP INC.,	Rated Power:	180 Horsepower
Operator:	ACKLIN, EDWARD T.	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:	CHA ,682 ft msl	Distance from Accident Site:	10 Nautical Miles
Observation Time:	14:52 Local	Direction from Accident Site:	270°
Lowest Cloud Condition:	Scattered / 4000 ft AGL	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	140°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	23°C / 14°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	CINCINNATI , OH (177)	Type of Flight Plan Filed:	None
Destination:	(3M3)	Type of Clearance:	None
Departure Time:	12:30 Local	Type of Airspace:	Class D;Class E

Airport Information

Airport:	COLLEGEDALE AIRPORT 3M3	Runway Surface Type:	Asphalt
Airport Elevation:	680 ft msl	Runway Surface Condition:	Dry
Runway Used:	21	IFR Approach:	None
Runway Length/Width:	4700 ft / 75 ft	VFR Approach/Landing:	Go around

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Minor	Latitude, Longitude:	35.010978,-84.99945(est)

Administrative Information

Investigator In Charge (IIC):	Powell, Phillip
Additional Participating Persons:	ROBERT HELMS; NASHVILLE , TN
Original Publish Date:	December 19, 1994
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=3368

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](#).