



Aviation Investigation Final Report

Location:	DUBUQUE, Iowa	Accident Number:	MKC86LA040
Date & Time:	December 30, 1985, 15:00 Local	Registration:	N67248
Aircraft:	BEECH C23	Aircraft Damage:	Substantial
Defining Event:		Injuries:	4 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE AIRCRAFT LANDED ON RUNWAY 13 BECAUSE THE N-S RUNWAY WAS COVERED WITH ICE. THE WIND WAS FROM 220 DEGREES AT 16, GUSTS TO 24 KNOTS. THE AIRCRAFT BOUNCED TWICE DURING THE LANDING AND DRIFTED LEFT. THE AIRCRAFT ENCOUNTERED SNOW ALONG THE LEFT SIDE OF THE RUNWAY, CONTINUED OFF THE LEFT SIDE AND HIT A SNOWBANK. ACCORDING TO THE HANDBOOK FOR THE BEECH C23 THE DEMONSTRATED CROSSWIND COMPONENT IS 17 KNOTS.

Probable Cause and Findings

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

Findings

Occurrence #1: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING - ROLL

Findings
1. (F) TERRAIN CONDITION - SNOWBANK

Occurrence #2: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: LANDING - ROLL

Findings

2. (F) WEATHER CONDITION - CROSSWIND
3. (C) PERFORMANCE DATA - EXCEEDED - PILOT IN COMMAND
4. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Private	Age:	42, 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 4, 1985
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	286 hours (Total, all aircraft), 26 hours (Total, this make and model), 225 hours (Pilot In Command, all aircraft), 30 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N67248
Model/Series:	C23 C23	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	M-2392
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	September 19, 1985 Annual	Certified Max Gross Wt.:	2450 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	897 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed	Engine Model/Series:	O-360-A4K
Registered Owner:	ELLIOTT FLYING SERVICE	Rated Power:	180 Horsepower
Operator:		Operating Certificate(s) Held:	On-demand air taxi (135)
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:	DBQ ,1076 ft msl	Distance from Accident Site:	
Observation Time:	15:00 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Unknown	Visibility	11 miles
Lowest Ceiling:	Broken / 12000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	16 knots / 24 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	220°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	-1°C / -3°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	MILWAUKEE , WI (MKE)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	13:00 Local	Type of Airspace:	Class D

Airport Information

Airport:	DUBUQUE MUNICIPAL DBQ	Runway Surface Type:	Asphalt
Airport Elevation:	1076 ft msl	Runway Surface Condition:	Dry
Runway Used:	13	IFR Approach:	None
Runway Length/Width:	6498 ft / 150 ft	VFR Approach/Landing:	Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	3 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	4 None	Latitude, Longitude:	42.499847,-90.69046(est)

Administrative Information

Investigator In Charge (IIC): Johnson, R

Additional Participating Persons: G HAMLIN; DES MOINES , IA

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=34120>

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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](#).