



# Aviation Investigation Final Report

<b>Location:</b>	FULTON, Missouri	<b>Accident Number:</b>	MKC88LA066
<b>Date &amp; Time:</b>	March 20, 1988, 08:30 Local	<b>Registration:</b>	N4704J
<b>Aircraft:</b>	BEECH 23	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

WHILE ATTEMPTING A CROSSWIND LANDING, THE ACFT BEGAN TO PORPOISE AND VEERED OFF THE RUNWAY. THE LEFT LDG GEAR FAILED AND THE WHEEL STRUCK THE AFT SECTION OF THE FUSELAGE, THEN THE HORIZONTAL STABILATOR. THE PIC THEN APPLIED FULL POWER, BECAME AIRBORNE AND ATTEMPTED TO REPOSITION FOR A LANDING ON ANOTHER RUNWAY. HE SAID THE AIRCRAFT WAS NOT FLYING PROPERLY, AND AFTER ABOUT 270 DEGREES OF TURN BELOW TREE TOP LEVEL, HE LANDED IN A CORN FIELD ADJACENT TO THE AIRPORT PROPERTY. NEITHER PIC OR PAX SUFFERED ANY INJURIES, AND THE ACFT WAS SUBSTANTIALLY DAMAGED.

## Probable Cause and Findings

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

### Findings

Occurrence #1: HARD LANDING  
Phase of Operation: LANDING

#### Findings

1. (F) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
2. (C) RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND

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Occurrence #2: MAIN GEAR COLLAPSED  
Phase of Operation: LANDING

Findings

3. LANDING GEAR,MAIN GEAR - SEPARATION  
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Occurrence #3: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation: LANDING - ABORTED

Findings

4. (F) FLIGHT CONTROL,STABILATOR - DISTORTED  
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Occurrence #4: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: DESCENT - EMERGENCY

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	46, 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--no waivers/lim.	<b>Last FAA Medical Exam:</b>	January 2, 1987
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	77 hours (Total, all aircraft), 31 hours (Total, this make and model), 37 hours (Pilot In Command, all aircraft), 23 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>	N4704J
<b>Model/Series:</b>	23 23	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	MA-166
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	August 25, 1987 Annual	<b>Certified Max Gross Wt.:</b>	2550 lbs
<b>Time Since Last Inspection:</b>	11 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	1669 Hrs	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	IO-360-A2B6
<b>Registered Owner:</b>	WILLIAM L. ANTWEILER	<b>Rated Power:</b>	200 Horsepower
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	None
<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>	COU ,889 ft msl	<b>Distance from Accident Site:</b>	10 Nautical Miles
<b>Observation Time:</b>	09:00 Local	<b>Direction from Accident Site:</b>	80°
<b>Lowest Cloud Condition:</b>	25000 ft AGL	<b>Visibility</b>	20 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	7 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	130°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29 inches Hg	<b>Temperature/Dew Point:</b>	8°C / 2°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	COLUMBIA , MO (K24 )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	FULTON , MO (FIT )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	08:30 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	FULTON FIT	<b>Runway Surface Type:</b>	Grass/turf
<b>Airport Elevation:</b>	886 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	5	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	3200 ft / 50 ft	<b>VFR Approach/Landing:</b>	Full stop

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 None	<b>Latitude, Longitude:</b>	38.850296,-91.949333(est)

## Administrative Information

**Investigator In Charge (IIC):** Hruban, John

**Additional Participating Persons:** NEAL POWERS;

**Original Publish Date:** March 30, 1989

**Last Revision Date:**

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

**Note:**

**Investigation Docket:** <https://data.nts.gov/Docket?ProjectID=34551>

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