



Aviation Investigation Final Report

Location:	NORTH PLATTE, Nebraska	Accident Number:	CHI98LA317
Date & Time:	August 17, 1998, 13:32 Local	Registration:	N6756C
Aircraft:	Beech C23	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

The pilot stated that she was unable to maintain proper alignment with the runway due to a crosswind. She attempted to abort the landing adding power and reducing the flaps. Aircraft control was lost. The airplane exited the runway, crossed a taxiway, and proceeded approximately 600 feet through a grassy area. The airplane then turned left where the left main landing gear and nose gear collapsed.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's not compensating for wind conditions and failure to maintain control of the aircraft. A factor was the crosswind.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: LANDING - ABORTED

Findings

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

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

Factual Information

On August 17, 1998, at 1332 central daylight time, a Beech C23, N6756C, sustained substantial damage, during an aborted landing following an approach to runway 12L (8,000' X 150' dry/concrete), at North Platte, Nebraska, and impacted the terrain. The pilot said that she lost control due to a crosswind condition. The student pilot reported no injuries. The solo instructional 14 CFR Part 91 flight was operating in visual meteorological conditions. No flight plan was on file. The local flight departed at 1215.

The pilot said that during her initial attempt to touchdown, she was unable to maintain directional control. She said she added power in an attempt to regain directional control. She said that she then attempted to abort the landing, reducing from full flaps setting to one half. She said she was unable to gain altitude. She said that she did not recall the plane touching the ground until it came to rest.

Subsequent to the accident, an examination of the accident site revealed that after the airplane departed the runway to the right. It crossed a taxiway and proceeded through a grassy area for approximately 600 feet, where the airplane turned left, and the left main landing gear and nose gear collapsed.

At time of the accident the airplane was landing on runway 12L. Winds recorded at the accident site 36 minutes prior to the accident were 140 degrees at 8 knots.

Pilot Information

Certificate:	Student	Age:	40,Female
Airplane Rating(s):	None	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--no waivers/lim.	Last FAA Medical Exam:	February 25, 1998
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	42 hours (Total, all aircraft), 42 hours (Total, this make and model), 9 hours (Pilot In Command, all aircraft), 29 hours (Last 90 days, all aircraft), 7 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	Registration:	N6756C
Model/Series:	C23 C23	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	M-2227
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	July 21, 1998 Annual	Certified Max Gross Wt.:	2450 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	2892 Hrs	Engine Manufacturer:	Lycoming
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-360-A4K
Registered Owner:	TREGO/DUGAN AVIATION, INC.	Rated Power:	180 Horsepower
Operator:		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:	LBF ,2778 ft msl	Distance from Accident Site:	
Observation Time:	12:56 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	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:	29 inches Hg	Temperature/Dew Point:	30°C / 18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(LBF)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	12:15 Local	Type of Airspace:	Class E

Airport Information

Airport:	LEE BIRD FIELD LBF	Runway Surface Type:	Concrete
Airport Elevation:	2778 ft msl	Runway Surface Condition:	Dry
Runway Used:	12L	IFR Approach:	None
Runway Length/Width:	8000 ft / 150 ft	VFR Approach/Landing:	Full stop;Traffic pattern

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:	41.130634,-100.769042(est)

Administrative Information

Investigator In Charge (IIC):	Wilson, Stephen
Additional Participating Persons:	ROBERT D FULLER; LINCOLN , NE
Original Publish Date:	May 19, 1999
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=43749

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