



# Aviation Investigation Final Report

<b>Location:</b>	RAWLINS, Wyoming	<b>Accident Number:</b>	DEN00LA058
<b>Date &amp; Time:</b>	March 13, 2000, 12:40 Local	<b>Registration:</b>	N2337W
<b>Aircraft:</b>	Beech                      A23A	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

As the pilot approached Rawlins, Wyoming, he tried contacting the airport on UNICOM several times but without success. He circled the airport several times looking for the wind sock but did not see one. He then decided to land on 'the upslope runway [10].' Halfway down the runway, the pilot applied brakes and then realized the airplane could not be stopped before reaching the end of the runway. He aborted the landing. During the climbout, the airplane struck a fence 100 feet beyond the departure end of the runway. It then struck the ground and slid another 100 feet. Winds recorded at Rawlins at 1250, 10 minutes after the accident, were from 250 degrees at 25 knots. Landing on runway 10 presented a 30 degree right quartering tailwind with a component approximately 23 knots. Density altitude was computed to be 7,157 feet msl, and the maximum expected rate of climb was computed to be 345 feet per minute.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to abort the landing in a timely manner. Factors were the tailwind and high density altitude, resulting in inadequate climb performance.

### Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (F) WEATHER CONDITION - TAILWIND
2. (F) WEATHER CONDITION - HIGH DENSITY ALTITUDE
3. (C) ABORTED LANDING - DELAYED - PILOT IN COMMAND
4. (F) AIRCRAFT PERFORMANCE, CLIMB CAPABILITY - INADEQUATE

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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: DESCENT - EMERGENCY

## Factual Information

On March 13, 2000, approximately 1240 mountain standard time, a Beech A23A, N2337W, was substantially damaged when it struck a fence during initial climb following an aborted landing at Rawlins Municipal Airport, Rawlins, Wyoming. The private pilot, the only occupant aboard, was not injured. Visual meteorological conditions prevailed, and no flight plan had been filed for the personal flight being operated under Title 14 CFR Part 91. The flight originated at Grand Junction, Colorado, at an undetermined time.

According to the pilot's accident report, he departed Grand Junction and was en route to Casper, Wyoming, with a refueling stop at Rawlins. As he approached Rawlins, he tried contacting the airport on UNICOM frequency 123.0 MHz several times but without success. He circled the airport several times looking for the wind sock but did not see one. He then decided to land on "the upslope runway [10]." The pilot said "everything [was] normal until the touch down." Halfway down the runway he applied brakes and then realized the airplane could not be stopped before reaching the end of the runway. He aborted the landing. During the climbout, the airplane struck a fence 100 feet beyond the departure end of the runway. It then struck the ground and slid another 100 feet. The landing gear was sheared off, and the airframe was buckled.

According to FAA's Airport Facility Directory, a runway gradient is not listed for runway 10. The Directory does list a 1% uphill gradient for runway 04-22.

Winds recorded at Rawlins at 1250, 10 minutes after the accident, were from 250 degrees at 25 knots. Landing on runway 10 would present a 30 degree right quartering tailwind with a component approximately 23 knots. Density altitude was computed to be 7,157 feet msl.

According to the Beech Aircraft Corporation, the maximum rate of climb that could be expected is 345 feet per minute.

Although the pilot said he departed Grand Junction at 1000 and the accident occurred at 1400, FAA's regional operations center in Seattle notified NTSB's Denver field office of the accident at 1348, and reported the accident had occurred at 1240.

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	73, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	Glider	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<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>	October 19, 1998
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	1285 hours (Total, all aircraft), 558 hours (Total, this make and model), 1285 hours (Pilot In Command, all aircraft), 31 hours (Last 90 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Beech	<b>Registration:</b>	N2337W
<b>Model/Series:</b>	A23A A23A	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	M-934
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	March 24, 1999 Annual	<b>Certified Max Gross Wt.:</b>	2400 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	3000 Hrs	<b>Engine Manufacturer:</b>	Continental
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	IO-346-A
<b>Registered Owner:</b>	DONALD R. BROWEN	<b>Rated Power:</b>	165 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>	RWL ,6813 ft msl	<b>Distance from Accident Site:</b>	1 Nautical Miles
<b>Observation Time:</b>	12:50 Local	<b>Direction from Accident Site:</b>	280°
<b>Lowest Cloud Condition:</b>	Scattered / 5000 ft AGL	<b>Visibility</b>	60 miles
<b>Lowest Ceiling:</b>	Broken / 12000 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	25 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	250°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30 inches Hg	<b>Temperature/Dew Point:</b>	6°C / -5°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	GRAND JUNCTION , CO (GJT )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	(RWL )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	10:00 Local	<b>Type of Airspace:</b>	Class E

## Airport Information

<b>Airport:</b>	RAWLINS MUNICIPAL RWL	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	6813 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	10	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	4320 ft / 60 ft	<b>VFR Approach/Landing:</b>	Go around

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<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 None	<b>Latitude, Longitude:</b>	41.77993,-107.219062(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Scott, Arnold
<b>Additional Participating Persons:</b>	OWEN R JONES; CASPER , WY
<b>Original Publish Date:</b>	November 29, 2000
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=48779">https://data.nts.gov/Docket?ProjectID=48779</a>

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