



Aviation Investigation Final Report

Location:	Broomfield, Colorado	Accident Number:	DEN02LA057
Date & Time:	June 24, 2002, 15:57 Local	Registration:	N94PB
Aircraft:	Beech 58P	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot said that he was landing on runway 11L when a right crosswind gust struck the aircraft. He decided to go around. He applied full power and raised the landing gear; the flaps remained at 30 degrees (full down). The pilot said that the airplane settled to the ground and subsequently exited the left side of the runway. Both wings and the fuselage were wrinkled, and the right engine mount was broken. The airplane's Pilot Owner's Handbook procedure for a balked landing states that the flaps must be raised to 0 degrees. The POH also states that the maximum demonstrated crosswind for landing was 30 knots.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's failure to follow procedures for a balked landing which resulted in a stall/mush.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: GO-AROUND (VFR)

Findings

1. (C) PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
2. (C) CLIMB - NOT ATTAINED - PILOT IN COMMAND
3. STALL/MUSH - ENCOUNTERED

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

Findings

4. TERRAIN CONDITION - GROUND

Factual Information

On June 24, 2002, at 1657 mountain daylight time, a Beech 58P, N94PB, was destroyed during a go-around attempt at Jeffco Airport, Broomfield, Colorado. The instrument rated private pilot and his passenger were not injured. The pilot/owner was operating the airplane under Title 14 CFR Part 91. Visual meteorological conditions prevailed for the cross-country flight that originated from the John Wayne - Orange County Airport, Santa Ana, California, approximately 3 hours 20 minutes before the accident. An IFR flight plan had been filed and activated.

The pilot said that he was attempting to land on runway 11L when a right crosswind gust struck the aircraft. He decided to go around. He applied full power and raised the landing gear; the flaps remained at 30 degrees (full down). The pilot said that the airplane settled to the ground and subsequently exited the left side of the runway. Both wings and the fuselage were wrinkled, and the right engine mount was broken.

The airplane's Pilot Owner's Handbook (POH) for a balked landing states:

1. Propellers -- High RPM
2. Throttles -- Full open
3. Airspeed -- Balked landing climb speed (92 knots)
4. Flaps -- Up (0 degrees)
5. Landing Gear -- Up

The POH also states that the maximum demonstrated crosswind for landing was 30 knots. The maximum calculated crosswind, at the time of the accident, was 20 knots.

Pilot Information

Certificate:	Private	Age:	54, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	November 16, 2001
Occupational Pilot:	No	Last Flight Review or Equivalent:	May 16, 2001
Flight Time:	872 hours (Total, all aircraft), 872 hours (Total, this make and model), 1591 hours (Pilot In Command, all aircraft), 56 hours (Last 90 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	Registration:	N94PB
Model/Series:	58P	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	TJ-245
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	August 15, 2001 Annual	Certified Max Gross Wt.:	6200 lbs
Time Since Last Inspection:	100 Hrs	Engines:	2 Reciprocating
Airframe Total Time:	2926 Hrs at time of accident	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	TSIO-520-WB
Registered Owner:	Bruce A. Lampert PC	Rated Power:	325 Horsepower
Operator:		Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	BJC, 5670 ft msl	Distance from Accident Site:	
Observation Time:	16:47 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 7000 ft AGL	Visibility	12 miles
Lowest Ceiling:	Broken / 9000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	15 knots / 30 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	150°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.12 inches Hg	Temperature/Dew Point:	31°C / 5°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Santa Ana, CA (SNA)	Type of Flight Plan Filed:	IFR
Destination:	Broomfield, CO (BJC)	Type of Clearance:	IFR
Departure Time:	13:37 Local	Type of Airspace:	Class C

Airport Information

Airport:	Jeffco Airport BJC	Runway Surface Type:	Asphalt
Airport Elevation:	5670 ft msl	Runway Surface Condition:	Dry
Runway Used:	11R	IFR Approach:	Unknown
Runway Length/Width:	7004 ft / 75 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	39.908611,-105.116943

Administrative Information

Investigator In Charge (IIC):	STRUHSAKER
Additional Participating Persons:	Carl Miller; Federal Aviation Administration; Denver, CO
Original Publish Date:	April 1, 2003
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=55034

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](#).