



Aviation Investigation Final Report

Location:	Valdosta, Georgia	Accident Number:	ATL03LA047
Date & Time:	February 18, 2003, 17:30 Local	Registration:	N2190W
Aircraft:	Beech C23	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

According to the student pilot, the airplane was high on approach to runway 17. The pilot requested a go-around, and reached down to retract the flaps. The airplane stalled and collided into a stand of trees. No mechanical or flight control malfunctions were reported by the pilot.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to maintain adequate airspeed during a go-around resulting in an inadvertent stall and collision with trees.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

1. (C) AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
2. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: DESCENT - UNCONTROLLED

Findings

3. OBJECT - TREE(S)

Factual Information

On February 18, 2003, at 1730 eastern standard time, a Beech C23, N2190W, registered to A & E Air LLC and operated by a student pilot collided with terrain during final approach to Valdosta Regional Airport, Valdosta, Georgia. The instructional flight was operated under the provisions of Title 14 CFR part 91 with no flight plan filed. Visual meteorological conditions prevailed at the time of the accident. The student pilot received minor injuries, and the airplane was substantially damaged. The flight departed Valdosta Regional Airport, Valdosta, Georgia, on February 18, 2003 at 1700.

According to the student pilot, the airplane was high on approach to runway 17. The pilot contacted the Valdosta control tower and requested a go-around. The tower controller cleared the flight to make a right turn to enter a left downwind to runway 35. When the student pilot reached down to retract the flaps, the airplane stalled and collided into a stand of trees.

Examination of the wreckage site revealed the airplane came to rest in a stand of trees at the approach end of runway 17. Examination of the right wing revealed it separated from the airframe at the wing root. Approximately four feet of the outboard left wing was separated. The fuselage and empennage sections of the airframe were buckled. No mechanical or flight control malfunctions were reported by the student pilot.

Review of the pilots operating handbook revealed: Power off stall speeds as follows: flaps up, level 61 knots; flaps down (35 degrees), level, 50 knots. Maximum altitude loss during a normal stall recovery is approximately 300 feet.

Pilot Information

Certificate:	Student	Age:	57, Male
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-w/ waivers/lim	Last FAA Medical Exam:	February 4, 2003
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	89 hours (Total, all aircraft), 85 hours (Total, this make and model), 21 hours (Pilot In Command, all aircraft), 3 hours (Last 90 days, all aircraft), 3 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	Registration:	N2190W
Model/Series:	C23	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	M-1560
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	January 3, 2003 Annual	Certified Max Gross Wt.:	2450 lbs
Time Since Last Inspection:	6 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2614 Hrs at time of accident	Engine Manufacturer:	Lycoming
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-360-A4J
Registered Owner:	A&E Air LLC	Rated Power:	180 Horsepower
Operator:	Elaine McMillian	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	VLD,203 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	17:30 Local	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	0 knots / 0 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.2 inches Hg	Temperature/Dew Point:	13°C / 4°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	ADEL, GA (15J)	Type of Flight Plan Filed:	None
Destination:	VALDOSTA, GA (VLD)	Type of Clearance:	None
Departure Time:	17:50 Local	Type of Airspace:	Class E

Airport Information

Airport:	VALDOSTA REGIONAL VLD	Runway Surface Type:	Asphalt
Airport Elevation:	203 ft msl	Runway Surface Condition:	Dry
Runway Used:	17	IFR Approach:	None
Runway Length/Width:	6302 ft / 150 ft	VFR Approach/Landing:	Go around

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	30.782499,-83.276664

Administrative Information

Investigator In Charge (IIC):	Alleyne, Eric
Additional Participating Persons:	Hurley Perry; FAA Atlanta FSDO; College Park, GA
Original Publish Date:	June 28, 2006
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=56517

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](#).