



Aviation Investigation Final Report

Location:	TOPPING, Virginia	Accident Number:	ATL84LA019
Date & Time:	October 14, 1983, 19:10 Local	Registration:	N5234M
Aircraft:	BEECH B-23	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE ACFT OVERRAN THE DEPARTURE END OF THE RWY AND COLLIDED WITH A DITCH DURING LANDING. THE WEATHER WAS VMC. ACCORDING TO THE PILOT 2 GO-AROUNDS HAD BEEN MADE BECAUSE THE ACFT WAS HIGH. ON THE 3RD APPROACH A TOUCHDOWN WAS MADE ABOUT 1/2 WAY DOWN THE 2500 FT RWY. THE PILOT THOUGHT SHE COULD STOP SO SHE RETRACTED THE FLAPS AND USED THE BRAKES. THE ACFT DID NOT STOP AND THE COLLISION WITH A DITCH FAILED THE NOSE GEAR.

Probable Cause and Findings

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

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: LANDING - ROLL

Findings

1. (C) PLANNED APPROACH - IMPROPER - PILOT IN COMMAND
 2. (C) AIRSPEED - EXCESSIVE - PILOT IN COMMAND
 3. (C) PROPER TOUCHDOWN POINT - EXCEEDED - PILOT IN COMMAND
 4. (C) GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
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Occurrence #2: OVERRUN
Phase of Operation: LANDING - ROLL

Occurrence #3: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING - ROLL

Findings
5. (F) TERRAIN CONDITION

Occurrence #4: NOSE GEAR COLLAPSED
Phase of Operation: LANDING - ROLL

Findings
6. (F) LANDING GEAR, NOSE GEAR ASSEMBLY - OVERLOAD

Factual Information

Pilot Information

Certificate:	Private	Age:	31,Female
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	June 22, 1982
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	118 hours (Total, all aircraft), 63 hours (Total, this make and model), 64 hours (Pilot In Command, all aircraft), 15 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N5234M
Model/Series:	B-23 B-23	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	M-2015
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	April 29, 1983 Annual	Certified Max Gross Wt.:	2300 lbs
Time Since Last Inspection:	53 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1910 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-360-4AK
Registered Owner:	CLIFTON E. BARTON	Rated Power:	180 Horsepower
Operator:	AIR SERVICES INC.	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:	Dusk
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Unknown / 15000 ft AGL	Visibility	15 miles
Lowest Ceiling:	Overcast / 15000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	10 knots / 10 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	300°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	GREENSBORO , NC	Type of Flight Plan Filed:	VFR
Destination:		Type of Clearance:	None
Departure Time:	17:20 Local	Type of Airspace:	Class G

Airport Information

Airport:	HUMMEL	Runway Surface Type:	Asphalt
Airport Elevation:	25 ft msl	Runway Surface Condition:	Dry
Runway Used:	18	IFR Approach:	None
Runway Length/Width:	2500 ft / 40 ft	VFR Approach/Landing:	None

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:	37.589687,-76.460021(est)

Administrative Information

Investigator In Charge (IIC): Powell, Phillip

Additional Participating Persons:

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=6369>

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](#).