



# Aviation Investigation Final Report

<b>Location:</b>	Eden Prarie, Minnesota	<b>Accident Number:</b>	CHI06CA261
<b>Date &amp; Time:</b>	August 6, 2006, 18:55 Local	<b>Registration:</b>	N214RS
<b>Aircraft:</b>	Beech B19	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Instructional		

## Analysis

The airplane sustained substantial damage when it exited the runway and impacted a ditch. The student pilot stated, "Intended purpose of the flight was for solo pattern and landing practice. ... Base leg, final and landing were normal. Once on the ground, after touch down, the aircraft began to swerve to the right. I attempted to correct with left rudder but the aircraft did not respond in time and I found myself going off the runway and through the ditch." The pilot reported no mechanical malfunctions with the airplane in reference to the flight.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot not maintaining directional control of the airplane during the landing. A factor was the ditch.

## Findings

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

### Findings

1. TERRAIN CONDITION - GROUND
2. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

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Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER

Phase of Operation: LANDING

Findings

3. (F) TERRAIN CONDITION - DITCH

## Factual Information

The airplane sustained substantial damage when it exited the runway and impacted a ditch. The student pilot stated, "Intended purpose of the flight was for solo pattern and landing practice. ... Base leg, final and landing were normal. Once on the ground, after touch down, the aircraft began to swerve to the right. I attempted to correct with left rudder but the aircraft did not respond in time and I found myself going off the runway and through the ditch." The pilot reported no mechanical malfunctions with the airplane in reference to the flight.

### Pilot Information

<b>Certificate:</b>	Student	<b>Age:</b>	29, Male
<b>Airplane Rating(s):</b>	None	<b>Seat Occupied:</b>	
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Without waivers/limitations	<b>Last FAA Medical Exam:</b>	May 1, 2006
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	40 hours (Total, all aircraft), 40 hours (Total, this make and model), 23 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Beech	<b>Registration:</b>	N214RS
<b>Model/Series:</b>	B19	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	MB848
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	July 1, 2006 100 hour	<b>Certified Max Gross Wt.:</b>	2150 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	11017 Hrs	<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	O-320-E3D
<b>Registered Owner:</b>	Mark Ward	<b>Rated Power:</b>	
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	FCM	<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>	18:53 Local	<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	5 knots / 0 knots	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	260°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30.02 inches Hg	<b>Temperature/Dew Point:</b>	26°C / 11°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Eden Prarie, MN (FCM )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	VFR
<b>Departure Time:</b>	18:00 Local	<b>Type of Airspace:</b>	

## 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>	44.82722,-93.457221

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Malinowski, Edward
<b>Additional Participating Persons:</b>	Larry Landis; Minneapolis, MN, FSDO
<b>Original Publish Date:</b>	January 31, 2007
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	This accident report documents the factual circumstances of this accident as described to the NTSB.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=64837">https://data.nts.gov/Docket?ProjectID=64837</a>

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