Aviation Investigation Final Report

Location:	Taylor, Arizona	**Accident Number:**	LAX07CA226
Date & Time:	July 23, 2007, 09:30 Local	**Registration:**	N6005X
Aircraft:	Beech C23	**Aircraft Damage:**	Destroyed
Defining Event:		**Injuries:**	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The student pilot flared too high, the airplane landed hard, and bounced down the runway in a porpoise before it veered off the runway into brush, caught fire, and was consumed in the post impact fire. The student had flown with his certified flight instructor (CFI) for about 50 minutes before he was signed off to complete a solo flight. The accident occurred on his first landing. While in the pattern, the student pilot attempted to avoid rain and shortened his downwind leg. After turning onto the base leg he discovered that he had turned too soon. He decided to continue the landing at a steeper than normal approach angle and a higher airspeed. He said he misjudged the flare and the airplane landed hard and bounced into the air. It then porpoised down the runway as it veered off to the left into the brush on the side of the runway. Both main landing gear were sheared off during the accident sequence.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the student pilot's misjudged landing flare and inadequate recovery from a bounced landing that resulted in a hard landing and a loss of directional control.

Findings

Occurrence #1: HARD LANDING
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings
1. (C) FLARE - MISJUDGED - PILOT IN COMMAND
2. (C) RECOVERY FROM BOUNCED LANDING - INADEQUATE - PILOT IN COMMAND
3. (C) PORPOISE/PILOT-INDUCED OSCILLATION - ENCOUNTERED - PILOT IN COMMAND

Occurrence #2: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings
4. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
5. (C) GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND

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

Findings
6. TERRAIN CONDITION - HIGH VEGETATION

Factual Information

On July 23, 2007, about 0930 mountain standard time, a Beech C23, N6005X, collided with terrain during an attempted go-around at Taylor Airport, Taylor, Arizona. The student pilot was operating the borrowed airplane under the provisions of 14 CFR Part 91. The pilot, the sole occupant was not injured; the airplane was destroyed. The local area solo instructional flight departed Taylor about 0920. Visual meteorological conditions prevailed, and no flight plan had been filed.

The pilot stated in a written report that he had flown for 50 minutes with his certified flight instructor (CFI) prior to the accident flight. After successful completion of air work, and four takeoff and landings, the CFI signed the student's logbook for solo flight and exited the airplane.

The pilot stated that he checked weather using the automated weather observation system (AWOS) and found winds to be calm with no ceilings. He then took off from runway 21, and during the turn to crosswind, encountered rain. To avoid the rain he elected to extend his downwind; however, the rain obscured his vision. He turned onto the base leg and discovered he had turned too soon. He elected to continue with the landing at a steeper than usual approach angle. He noted increased rain activity to the east of the runway, and observed the air speed on final to be between 75 and 80 knots. He flared high and the airplane bounced after it made contact with the runway. The airplane then veered to the left and the pilot applied full power. The left landing gear struck weeds along the runway edge; the pilot lowered the nose, and applied right rudder. The airplane continued to strike weeds adjacent to the runway. The airplane then veered to the right and flew for approximately 100 feet before the right main landing gear struck the runway and was sheared off. The left main landing gear then impacted soft mud and was also sheared off. The airplane came to rest and the pilot immediately exited. The airplane was consumed by post impact fire.

The CFI was interviewed by an National Transportation Safety Board investigator. He stated that he observed the airplane in the pattern, and judged it to be high on final. He did not observe rain in the vicinity, but noted that during this time of year, it was possible to encounter "sprinkles" in the pattern, and surmised this was the reason for the high approach.

The closest official weather observation station was Show Low, Arizona, located about 13 nm southeast of Taylor at an elevation of 6,415 feet msl. An aviation routine weather report (METAR) for Show Low was issued at 0930. It stated: winds from 090 degrees at 6 knots; visibility 10 statute miles; skies, few clouds 4,900 feet, broken clouds 9,000 feet; temperature 21 degrees Celsius; dew point 14 degrees Celsius; altimeter 30.31 inches of mercury; lightning distant, southwest and northwest.

The pilot stated that the airplane and engine had no mechanical failures or malfunctions during the flight.

Student pilot Information

Certificate:	Student	**Age:**	53,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	**Last FAA Medical Exam:**	March 1, 2007
Occupational Pilot:	No	**Last Flight Review or Equivalent:**	
Flight Time:	25 hours (Total, all aircraft), 25 hours (Total, this make and model), 25 hours (Last 90 days, all aircraft), 3 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	**Registration:**	N6005X
Model/Series:	C23	**Aircraft Category:**	Airplane
Year of Manufacture:		**Amateur Built:**	
Airworthiness Certificate:	Normal; Utility	**Serial Number:**	M-2126
Landing Gear Type:	Tricycle	**Seats:**	4
Date/Type of Last Inspection:	Unknown	**Certified Max Gross Wt.:**	2450 lbs
Time Since Last Inspection:		**Engines:**	1 Reciprocating
Airframe Total Time:		**Engine Manufacturer:**	Lycoming
ELT:	Installed, activated, did not aid in locating accident	**Engine Model/Series:**	O-360
Registered Owner:	David B Mills	**Rated Power:**	180 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:	SOW,6415 ft msl	**Distance from Accident Site:**	13 Nautical Miles
Observation Time:	09:30 Local	**Direction from Accident Site:**	154°
Lowest Cloud Condition:	Few / 4900 ft AGL	**Visibility**	10 miles
Lowest Ceiling:	Broken / 9000 ft AGL	**Visibility (RVR):**	
Wind Speed/Gusts:	6 knots /	**Turbulence Type Forecast/Actual:**	/
Wind Direction:	90°	**Turbulence Severity Forecast/Actual:**	/
Altimeter Setting:	30.3 inches Hg	**Temperature/Dew Point:**	21°C / 14°C
Precipitation and Obscuration:	In the vicinity - None - Rain		
Departure Point:	Taylor, AZ (TYL)	**Type of Flight Plan Filed:**	None
Destination:		**Type of Clearance:**	None
Departure Time:		**Type of Airspace:**	

Airport Information

Airport:	Taylor Airport TYL	**Runway Surface Type:**	Asphalt
Airport Elevation:	5820 ft msl	**Runway Surface Condition:**	Dry
Runway Used:	21	**IFR Approach:**	None
Runway Length/Width:	7000 ft / 75 ft	**VFR Approach/Landing:**	Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	**Aircraft Damage:**	Destroyed
Passenger Injuries:		**Aircraft Fire:**	On-ground
Ground Injuries:	N/A	**Aircraft Explosion:**	None
Total Injuries:	1 None	**Latitude, Longitude:**	34.452777,-110.114723

Administrative Information

Investigator In Charge (IIC):	Jones, Patrick
Additional Participating Persons:	Joe Remmington; Federal Aviation Administration; Scottsdale, AZ
Original Publish Date:	October 31, 2007
Last Revision Date:	
Investigation Class:	Class
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=66307