



Aviation Investigation Final Report

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|--------------------------------|--------------------------------------|-------------------------|-------------|
| Location: | Georgetown, Ohio | Accident Number: | CHI07CA234 |
| Date & Time: | July 27, 2007, 13:40 Local | Registration: | N2306L |
| Aircraft: | Beech 23 | Aircraft Damage: | Substantial |
| Defining Event: | | Injuries: | 1 None |
| Flight Conducted Under: | Part 91: General aviation - Personal | | |

Analysis

The airplane departed the runway and impacted a fence after landing on runway 35 (3,530 feet by 65 feet, asphalt). The pilot indicated that a gust of wind from the west blew the airplane off of the right side of the runway and through a fence. The airplane subsequently came to rest in a field. The pilot's accident report indicated that there were no mechanical malfunctions with the airplane. Winds reported at a nearby airport were 220 degrees true at 11 knots.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's decision to land with a quartering tailwind and his failure to maintain directional control during landing, which resulted in a runway excursion and impact with a fence. Factors contributing to the accident were the quartering tailwind and the fence.

Findings

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

Findings

1. TERRAIN CONDITION - RUNWAY
2. (F) WEATHER CONDITION - TAILWIND
3. (C) IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND

4. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT

Phase of Operation: LANDING

Findings

5. (F) OBJECT - FENCE

6. TERRAIN CONDITION - OPEN FIELD

Factual Information

The airplane was substantially damaged when it departed the runway and impacted a fence after landing on runway 35 (3,530 feet by 65 feet, asphalt). The pilot indicated that a gust of wind from the west blew the airplane off of the right side of the runway and through a fence. The airplane subsequently came to rest in a field. The pilot's accident report indicated that there were no mechanical malfunctions with the airplane. Winds reported at a nearby airport were 220 degrees true at 11 knots.

Pilot Information

| | | | |
|----------------------------------|---|--|-------------------|
| Certificate: | Private | Age: | 71, Male |
| Airplane Rating(s): | Single-engine land | Seat Occupied: | Unknown |
| 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 Without waivers/limitations | Last FAA Medical Exam: | September 1, 2006 |
| Occupational Pilot: | UNK | Last Flight Review or Equivalent: | April 1, 2007 |
| Flight Time: | 950 hours (Total, all aircraft), 60 hours (Total, this make and model), 20 hours (Last 90 days, all aircraft), 15 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft) | | |

Aircraft and Owner/Operator Information

| | | | |
|--------------------------------------|--|---------------------------------------|-----------------|
| Aircraft Make: | Beech | Registration: | N2306L |
| Model/Series: | 23 | Aircraft Category: | Airplane |
| Year of Manufacture: | | Amateur Built: | |
| Airworthiness Certificate: | Normal | Serial Number: | M-127 |
| Landing Gear Type: | Tricycle | Seats: | 4 |
| Date/Type of Last Inspection: | April 1, 2007 Annual | Certified Max Gross Wt.: | |
| Time Since Last Inspection: | | Engines: | 1 Reciprocating |
| Airframe Total Time: | 2600 Hrs as of last inspection | Engine Manufacturer: | Lycoming |
| ELT: | Installed, activated, did not aid in locating accident | Engine Model/Series: | O-320 |
| Registered Owner: | On file | Rated Power: | 160 Horsepower |
| Operator: | On file | Operating Certificate(s) Held: | None |

Meteorological Information and Flight Plan

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|---|-----------------------|---|-------------------|
| Conditions at Accident Site: | Visual (VMC) | Condition of Light: | Day |
| Observation Facility, Elevation: | ILN,483 ft msl | Distance from Accident Site: | 33 Nautical Miles |
| Observation Time: | 12:54 Local | Direction from Accident Site: | 7° |
| Lowest Cloud Condition: | Clear | Visibility | 4 miles |
| Lowest Ceiling: | None | Visibility (RVR): | |
| Wind Speed/Gusts: | 11 knots / | Turbulence Type Forecast/Actual: | / |
| Wind Direction: | 220° | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | 29.89 inches Hg | Temperature/Dew Point: | 27°C / 21°C |
| Precipitation and Obscuration: | N/A - None - Haze | | |
| Departure Point: | Georgetown, OH (GEO) | Type of Flight Plan Filed: | None |
| Destination: | | Type of Clearance: | None |
| Departure Time: | 11:30 Local | Type of Airspace: | |

Airport Information

| | | | |
|-----------------------------|------------------|----------------------------------|---------|
| Airport: | Brown County GEO | Runway Surface Type: | Asphalt |
| Airport Elevation: | | Runway Surface Condition: | Dry |
| Runway Used: | 35 | IFR Approach: | None |
| Runway Length/Width: | 3530 ft / 65 ft | VFR Approach/Landing: | Unknown |

Wreckage and Impact Information

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|----------------------------|--------|-----------------------------|----------------------|
| Crew Injuries: | 1 None | Aircraft Damage: | Substantial |
| Passenger Injuries: | | Aircraft Fire: | None |
| Ground Injuries: | N/A | Aircraft Explosion: | None |
| Total Injuries: | 1 None | Latitude, Longitude: | 38.881942,-83.882774 |

Administrative Information

Investigator In Charge (IIC): Fox, Andrew

Additional Participating Persons:

Original Publish Date: August 30, 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.nts.gov/Docket?ProjectID=66386>

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](#).