



AVIATION



HIGHWAY



MARINE



RAILROAD



PIPELINE

Aviation Investigation Final Report

Location:	Hereford, Texas	Accident Number:	DFW08CA072
Date & Time:	January 16, 2008, 11:00 Local	Registration:	N42SM
Aircraft:	Beech 58P	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation		

Analysis

The pilot reported on the NTSB form 6120.1, Pilot/Operator Accident/Incident Report that he was on a visual approach to runway 3 with winds reported to be 360 degrees at 25 knots gusting to 32 knots. The pilot stated that the approach seemed normal using 15 degrees of flaps and a little more power due to the winds. When the pilot began his flare a "tremendous gust of wind caught under the left wing" causing the right wing to drag the pavement. This produced a slight nose down attitude and a right turn. The airplane departed the runway and the pilot was able to regain control. The airplane right wing, right engine prop and landing gear main struts were damaged. The pilot and his passenger were not injured.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's loss of control on landing. A factor was a gusting crosswind component.

Findings

Environmental issues	Crosswind - Not specified
Environmental issues	Gusts - Not specified
Personnel issues	Aircraft control - Pilot

Factual Information

History of Flight

Landing-landing roll	Loss of control on ground (Defining event)
Landing-landing roll	Runway excursion

Pilot Information

Certificate:	Private	Age:	65, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Without waivers/limitations	Last FAA Medical Exam:	March 1, 2007
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	1392 hours (Total, all aircraft), 530 hours (Total, this make and model), 1312 hours (Pilot In Command, all aircraft), 8 hours (Last 90 days, all aircraft), 8 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	Registration:	N42SM
Model/Series:	58P	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	TJ-109
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	March 1, 2007 Annual	Certified Max Gross Wt.:	6000 lbs
Time Since Last Inspection:		Engines:	2 Reciprocating
Airframe Total Time:	2843 Hrs as of last inspection	Engine Manufacturer:	Teledyne Continental
ELT:	Installed, not activated	Engine Model/Series:	TSO-520L
Registered Owner:	Golden Tire Inc	Rated Power:	310 Horsepower
Operator:		Operating Certificate(s) Held:	None
Operator Does Business As:	Personal	Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	HRX,3785 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	10:45 Local	Direction from Accident Site:	0°
Lowest Cloud Condition:	Thin Overcast / 2100 ft AGL	Visibility	10 miles
Lowest Ceiling:	Overcast / 2100 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	21 knots / 31 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	10°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.95 inches Hg	Temperature/Dew Point:	0°C / -7°C
Precipitation and Obscuration:			
Departure Point:	Texarkana, AR (TXK)	Type of Flight Plan Filed:	IFR
Destination:	Hereford, TX (HRX)	Type of Clearance:	IFR
Departure Time:	08:30 Local	Type of Airspace:	

Airport Information

Airport:	ford Municipal Airport KHRX	Runway Surface Type:	Asphalt
Airport Elevation:	3785 ft msl	Runway Surface Condition:	Dry
Runway Used:	03	IFR Approach:	Visual
Runway Length/Width:	5387 ft / 75 ft	VFR Approach/Landing:	Straight-in

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:	34.857776,-102.327224

Administrative Information

Investigator In Charge (IIC):	Gamble, William
Additional Participating Persons:	Daniel Vengen; FAA FSDO; Lubbock, TX
Original Publish Date:	March 31, 2008
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=67541

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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](#).