



Aviation Investigation Final Report

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|--------------------------------|--------------------------------------|-------------------------|-------------|
| Location: | De Queen, Arkansas | Accident Number: | DFW08CA103 |
| Date & Time: | April 20, 2008, 16:30 Local | Registration: | N2049L |
| Aircraft: | Beech C-23 | Aircraft Damage: | Substantial |
| Defining Event: | Loss of control in flight | Injuries: | 2 None |
| Flight Conducted Under: | Part 91: General aviation - Personal | | |

Analysis

Prior to departure the pilot checked the weather conditions at his destination airport which included wind from 140 degrees at 8 to 10 knots, gusting 15 to 18 knots. He knew that he would encounter a crosswind since he intended to land on Runway 08. As the pilot made his final approach to the runway he prepared for a crosswind landing; however, as the airplane touched down, a gust of wind moved the airplane left of the runway centerline and over onto the grassy area next to the runway. The pilot attempted to abort the landing and applied full power, but the airplane stalled and slid on its belly into a fence. The airplane sustained damage to both main landing gears (which were torn off), the nose gear collapsed, the right side of the fuselage was torn open, and the leading edge of both wings sustained damaged.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to maintain control of the airplane during an aborted landing. Contributing to the accident were the crosswind and the pilot's inadequate compensation for the wind conditions.

Findings

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| Environmental issues | Crosswind - Not specified |
| Personnel issues | Aircraft control - Pilot |
| Aircraft | Crosswind correction - Not attained/maintained |

Factual Information

History of Flight

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| Approach-VFR go-around | Loss of control in flight (Defining event) |
| Approach-VFR go-around | Collision with terr/obj (non-CFIT) |

Pilot Information

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|----------------------------------|---|--|--------------|
| Certificate: | Private | Age: | 57, Male |
| Airplane Rating(s): | Single-engine land | Seat Occupied: | |
| Other Aircraft Rating(s): | None | Restraint Used: | |
| Instrument Rating(s): | None | Second Pilot Present: | |
| Instructor Rating(s): | | Toxicology Performed: | No |
| Medical Certification: | Class 3 | Last FAA Medical Exam: | June 1, 2007 |
| Occupational Pilot: | | Last Flight Review or Equivalent: | |
| Flight Time: | 256 hours (Total, all aircraft), 22 hours (Total, this make and model), 20 hours (Last 90 days, all aircraft), 7 hours (Last 30 days, all aircraft) | | |

Aircraft and Owner/Operator Information

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|--------------------------------------|------------------|---------------------------------------|-----------------|
| Aircraft Make: | Beech | Registration: | N2049L |
| Model/Series: | C-23 | Aircraft Category: | Airplane |
| Year of Manufacture: | | Amateur Built: | |
| Airworthiness Certificate: | Normal | Serial Number: | M-1853 |
| Landing Gear Type: | Tricycle | Seats: | |
| Date/Type of Last Inspection: | | Certified Max Gross Wt.: | |
| Time Since Last Inspection: | | Engines: | 1 Reciprocating |
| Airframe Total Time: | | Engine Manufacturer: | Lycoming |
| ELT: | | Engine Model/Series: | 0-360-A4K |
| Registered Owner: | Robert J. Timmer | Rated Power: | |
| Operator: | | 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: | | Distance from Accident Site: | |
| Observation Time: | | Direction from Accident Site: | |
| Lowest Cloud Condition: | | Visibility | 10 miles |
| Lowest Ceiling: | None | Visibility (RVR): | |
| Wind Speed/Gusts: | 8 knots / 15 knots | Turbulence Type Forecast/Actual: | / |
| Wind Direction: | 140° | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | | Temperature/Dew Point: | 21°C |
| Precipitation and Obscuration: | No Obscuration; No Precipitation | | |
| Departure Point: | Pine Bluff, AR (PBF) | Type of Flight Plan Filed: | None |
| Destination: | De Queen, AK (DEQ) | Type of Clearance: | None |
| Departure Time: | | Type of Airspace: | |

Airport Information

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|-----------------------------|-------------------|----------------------------------|---------|
| Airport: | Sevier County DEQ | Runway Surface Type: | Asphalt |
| Airport Elevation: | | Runway Surface Condition: | Dry |
| Runway Used: | 08 | IFR Approach: | None |
| Runway Length/Width: | 5000 ft / 75 ft | VFR Approach/Landing: | |

Wreckage and Impact Information

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|----------------------------|--------|-----------------------------|----------------------|
| Crew Injuries: | 1 None | Aircraft Damage: | Substantial |
| Passenger Injuries: | 1 None | Aircraft Fire: | None |
| Ground Injuries: | N/A | Aircraft Explosion: | |
| Total Injuries: | 2 None | Latitude, Longitude: | 34.041389,-94.392776 |

Administrative Information

Investigator In Charge (IIC): Yeager, Leah

Additional Participating Persons:

Original Publish Date: May 28, 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.ntsb.gov/Docket?ProjectID=67847>

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](#).