



# Aviation Investigation Final Report

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<b>Location:</b>	Bagdad, Arizona	<b>Accident Number:</b>	LAX08CA147
<b>Date &amp; Time:</b>	May 17, 2008, 14:30 Local	<b>Registration:</b>	N4026T
<b>Aircraft:</b>	Beech B-23	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Loss of control in flight	<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

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## Analysis

The pilot said he had just purchased the airplane in California and was returning to his home in Texas. He was in the landing flare when a gust of wind blew the airplane off the side of the runway. He attempted to go around, but the landing gear impacted some rocks on the left side of the runway. The outboard 10 feet of the right wing was wrinkled and compressed aft, and the bottom of the empennage was badly wrinkled and compromised. The airplane came to rest approximately 185 feet from the runway. The reported winds at Prescott, Arizona, located 37 nautical miles east of the accident airport, were from 350 degrees at 11 knots gusting to 17 knots.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's inadequate compensation for the wind conditions and failure to maintain runway alignment. Contributing factors were the gusty crosswind weather conditions and the rocky terrain adjacent to the runway.

## Findings

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<b>Environmental issues</b>	Crosswind - Contributed to outcome
<b>Environmental issues</b>	Gusts - Contributed to outcome
<b>Aircraft</b>	Crosswind correction - Incorrect use/operation
<b>Environmental issues</b>	(general) - Contributed to outcome

## Factual Information

### History of Flight

<b>Landing-flare/touchdown</b>	Loss of control in flight (Defining event)
<b>Approach-VFR go-around</b>	Collision with terr/obj (non-CFIT)

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	55, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Left
<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 With waivers/limitations	<b>Last FAA Medical Exam:</b>	July 1, 2006
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	400 hours (Total, all aircraft), 20 hours (Total, this make and model), 35 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Beech	<b>Registration:</b>	N4026T
<b>Model/Series:</b>	B-23	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal; Utility	<b>Serial Number:</b>	M-1132
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	Annual	<b>Certified Max Gross Wt.:</b>	2750 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	4368 Hrs as of last inspection	<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	Installed, activated, aided in locating accident	<b>Engine Model/Series:</b>	O-360-A2G
<b>Registered Owner:</b>	Raymond G. Hale	<b>Rated Power:</b>	180
<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>	PRC	<b>Distance from Accident Site:</b>	37 Nautical Miles
<b>Observation Time:</b>	14:53 Local	<b>Direction from Accident Site:</b>	90°
<b>Lowest Cloud Condition:</b>	Few / 12000 ft AGL	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	11 knots / 17 knots	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	350°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30.17 inches Hg	<b>Temperature/Dew Point:</b>	30°C / -3°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Twenty Nine Pal, CA (TNP )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Bagdad, AZ (E51 )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	13:10 Local	<b>Type of Airspace:</b>	

## Airport Information

<b>Airport:</b>	Bagdad Airport E51	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	4183 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	23	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	4575 ft / 60 ft	<b>VFR Approach/Landing:</b>	Full stop

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 None	<b>Latitude, Longitude:</b>	34.604167,-113.172775

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Struhsaker, James
<b>Additional Participating Persons:</b>	Bill Sapp; Federal Aviation Administration; Scottsdale, AZ
<b>Original Publish Date:</b>	May 28, 2008
<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=68046">https://data.nts.gov/Docket?ProjectID=68046</a>

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