



Aviation Investigation Final Report

Location:	Owensboro, Kentucky	Accident Number:	ATL85LA215
Date & Time:	July 13, 1985, 18:00 Local	Registration:	N3001S
Aircraft:	BEECH 95-B55	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

THE PLT HAD A SINGLE ENG LAND RATING & WAS PREPARING FOR A MULTI-ENG CHECK RIDE. WHILE PRACTICING A TOUCH-&-GO LANDING, THE ACFT BOUNCED. THE PLT APPLIED POWER, MADE A GO-AROUND & LANDED WITHOUT FURTHER INCIDENT. HOWEVER, DURING A POST-FLT EXAM, SUBSTANTIAL STRUCTURAL DAMAGE WAS FOUND THRU-OUT THE FUSELAGE & THERE WAS DAMAGE TO THE #2 PROP.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

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

Findings

1. TOUCH-AND-GO - INITIATED - PILOT IN COMMAND
2. (C) FLARE - IMPROPER - PILOT IN COMMAND
3. (C) RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
4. GO-AROUND - PERFORMED - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Private	Age:	Male
Airplane Rating(s):	Single-engine land	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 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	August 10, 1983
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	765 hours (Total, all aircraft), 30 hours (Total, this make and model), 708 hours (Pilot In Command, all aircraft), 24 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N3001S
Model/Series:	95-B55 95-B55	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	T 797
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	June 12, 1985 Annual	Certified Max Gross Wt.:	5100 lbs
Time Since Last Inspection:	18 Hrs	Engines:	2 Reciprocating
Airframe Total Time:	6700 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	IO-520-E
Registered Owner:	JOSEPH C. PEERCY	Rated Power:	285 Horsepower
Operator:		Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

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:	Clear	Visibility	7 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	240°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	36°C / -18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	17:45 Local	Type of Airspace:	Class G

Airport Information

Airport:	OWENSBORO-DAVIESS COUNTY	Runway Surface Type:	Concrete
Airport Elevation:	400 ft msl	Runway Surface Condition:	Dry
Runway Used:	23	IFR Approach:	None
Runway Length/Width:	3700 ft / 100 ft	VFR Approach/Landing:	Touch and go;Traffic pattern

Wreckage and Impact Information

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:	37.745929,-87.163204(est)

Administrative Information

Investigator In Charge (IIC):	Powell, Phillip
Additional Participating Persons:	JAKE ZELEZNIK; LOUISVILLE , KY
Original Publish Date:	June 12, 2023
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=6832

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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](#).