



Aviation Investigation Final Report

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|--------------------------------|--------------------------------------|-------------------------|-----------------|
| Location: | Chesaning, Michigan | Accident Number: | CEN09CA006 |
| Date & Time: | October 9, 2008, 12:08 Local | Registration: | N317NF |
| Aircraft: | Beech 23 | Aircraft Damage: | Substantial |
| Defining Event: | Loss of control in flight | Injuries: | 1 Minor, 2 None |
| Flight Conducted Under: | Part 91: General aviation - Personal | | |

Analysis

The pilot was attempting to land on runway 27 when the accident occurred. Shortly after touchdown the airplane ballooned when it encountered a wind gust. The airplane yawed to the right and impacted the ground as the pilot attempted to recover. The nose and left main landing gear collapsed during the subsequent collision with terrain. The local area winds were out of the west at 8 knots, gusting to 18 knots.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to adequately compensate for the gusting wind conditions during landing. Contributing to the accident were the gusting winds.

Findings

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| Aircraft | Directional control - Not attained/maintained |
| Personnel issues | Aircraft control - Pilot |
| Environmental issues | Gusts - Response/compensation |

Factual Information

History of Flight

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| Landing-flare/touchdown | Other weather encounter |
| Landing-flare/touchdown | Loss of control in flight (Defining event) |
| Landing-flare/touchdown | Attempted remediation/recovery |
| Landing-flare/touchdown | Collision with terr/obj (non-CFIT) |

Pilot Information

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| Certificate: | Private | Age: | 56, 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 3 With waivers/limitations | Last FAA Medical Exam: | October 17, 2006 |
| Occupational Pilot: | No | Last Flight Review or Equivalent: | June 15, 2007 |
| Flight Time: | 648 hours (Total, all aircraft), 50 hours (Total, this make and model), 600 hours (Pilot In Command, all aircraft), 17 hours (Last 90 days, all aircraft), 9 hours (Last 30 days, all aircraft), 8 hours (Last 24 hours, all aircraft) | | |

Aircraft and Owner/Operator Information

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| Aircraft Make: | Beech | Registration: | N317NF |
| Model/Series: | 23 | Aircraft Category: | Airplane |
| Year of Manufacture: | | Amateur Built: | |
| Airworthiness Certificate: | Normal; Utility | Serial Number: | M-494 |
| Landing Gear Type: | Tricycle | Seats: | 4 |
| Date/Type of Last Inspection: | November 29, 2007 Annual | Certified Max Gross Wt.: | 2300 lbs |
| Time Since Last Inspection: | | Engines: | 1 Reciprocating |
| Airframe Total Time: | 1948 Hrs as of last inspection | Engine Manufacturer: | Lycoming |
| ELT: | Installed, activated, did not aid in locating accident | Engine Model/Series: | O-320-D2B |
| 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: | KRNP,736 ft msl | Distance from Accident Site: | 11 Nautical Miles |
| Observation Time: | 12:16 Local | Direction from Accident Site: | 180° |
| Lowest Cloud Condition: | Clear | Visibility | 10 miles |
| Lowest Ceiling: | None | Visibility (RVR): | |
| Wind Speed/Gusts: | 8 knots / 18 knots | Turbulence Type Forecast/Actual: | / |
| Wind Direction: | 270° | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | 29.98 inches Hg | Temperature/Dew Point: | 18°C / 6°C |
| Precipitation and Obscuration: | No Obscuration; No Precipitation | | |
| Departure Point: | Chesaning, MI (K50G) | Type of Flight Plan Filed: | None |
| Destination: | Chesaning, MI (K50G) | Type of Clearance: | None |
| Departure Time: | 11:50 Local | Type of Airspace: | |

Airport Information

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|-----------------------------|---------------------------------------|----------------------------------|-----------------|
| Airport: | Howard Nixon Memorial Airport K50G | Runway Surface Type: | Grass/turf |
| Airport Elevation: | 644 ft msl | Runway Surface Condition: | Dry |
| Runway Used: | 27 | IFR Approach: | None |
| Runway Length/Width: | 2800 ft / 150 ft | VFR Approach/Landing: | Traffic pattern |

Wreckage and Impact Information

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|----------------------------|-----------------|-----------------------------|---------------------------|
| Crew Injuries: | 1 None | Aircraft Damage: | Substantial |
| Passenger Injuries: | 1 Minor, 1 None | Aircraft Fire: | None |
| Ground Injuries: | N/A | Aircraft Explosion: | None |
| Total Injuries: | 1 Minor, 2 None | Latitude, Longitude: | 43.183334,-84.133056(est) |

Administrative Information

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| Investigator In Charge (IIC): | Fox, Andrew |
| Additional Participating Persons: | Thomas G Kozura; Federal Aviation Administration, Grand Rapids FSDO; Grand Rapids, MI |
| Original Publish Date: | March 23, 2009 |
| 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=69253 |

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