



Aviation Investigation Final Report

Location:	Panacea, Florida	Accident Number:	ERA09CA095
Date & Time:	December 8, 2008, 16:15 Local	Registration:	N60410
Aircraft:	Beech C23	Aircraft Damage:	Substantial
Defining Event:	Loss of engine power (partial)	Injuries:	3 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

During takeoff, the engine lost power. The pilot maneuvered the airplane away from some large trees with rudder and aileron and the airplane touched down near the edge of the runway. The nose gear struck a runway light and broke off. The airplane then spun around approximately 180 degrees before coming to rest, facing north. The underside of the fuselage sustained structural damage. The Federal Aviation Administration inspector who examined the airplane reported that the mixture control cable came loose at the cable housing crimp, resulting in the loss of engine power.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: A loss of engine power due to a failure of the mixture control cable housing attachment.

Findings

Aircraft	Mixture control - Inoperative
-----------------	-------------------------------

Factual Information

History of Flight

Initial climb	Loss of engine power (partial) (Defining event)
Landing-landing roll	Ground collision

Pilot Information

Certificate:	Private	Age:	60, 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 With waivers/limitations	Last FAA Medical Exam:	October 23, 2008
Occupational Pilot:	No	Last Flight Review or Equivalent:	June 20, 2008
Flight Time:	194 hours (Total, all aircraft), 194 hours (Total, this make and model), 120 hours (Pilot In Command, all aircraft), 62 hours (Last 90 days, all aircraft), 38 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	Registration:	N60410
Model/Series:	C23	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	M-2162
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	December 17, 2007 Annual	Certified Max Gross Wt.:	2450 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	4001 Hrs as of last inspection	Engine Manufacturer:	LYCOMING
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-360-A4K
Registered Owner:	N60410 LLC	Rated Power:	180 Horsepower
Operator:	N60410 LLC	Operating Certificate(s) Held:	None

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	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	18°C
Precipitation and Obscuration:			
Departure Point:	Panama City, FL (PFN)	Type of Flight Plan Filed:	None
Destination:	Panacea, FL (2J0)	Type of Clearance:	VFR flight following
Departure Time:	13:00 Local	Type of Airspace:	

Airport Information

Airport:	Wakulla County 2J0	Runway Surface Type:	Grass/turf
Airport Elevation:	11 ft msl	Runway Surface Condition:	Dry
Runway Used:	18	IFR Approach:	None
Runway Length/Width:	2950 ft / 70 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	2 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 None	Latitude, Longitude:	29.986944,-84.390556(est)

Administrative Information

Investigator In Charge (IIC):	Hicks, Ralph
Additional Participating Persons:	Al Kimball; FAA/FSDO; Orlando, FL Jeffry Boe; FAA/FSDO; Orlando, FL
Original Publish Date:	January 29, 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=69590

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](#).