



# Aviation Investigation Final Report

<b>Location:</b>	Sanford, Florida	<b>Accident Number:</b>	ERA09LA458
<b>Date &amp; Time:</b>	August 11, 2009, 08:19 Local	<b>Registration:</b>	N9261S
<b>Aircraft:</b>	Beech BE-23	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Loss of control on ground	<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

According to several witnesses, the pilot was performing touch-and-go landings on the 6,647-foot by 75-foot runway. The airplane had landed, and was beginning another takeoff roll when the accident occurred. A student pilot was seated in the left seat. The private pilot, seated in the right seat, reported that just after liftoff a gust of wind caused a loss of directional control. The airplane subsequently contacted the runway surface and veered off the right side of the runway surface. The private pilot reported that there were no known mechanical failures or malfunctions prior to the accident, and that he had approximately 80 total hours of flight experience. A weather observation taken at the airport immediately after the accident included a wind speed of zero 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 maintain directional control during takeoff.

## Findings

<b>Aircraft</b>	Directional control - Not attained/maintained
<b>Personnel issues</b>	Total experience - Pilot
<b>Personnel issues</b>	Total experience in position - Pilot

## Factual Information

### History of Flight

Takeoff	Loss of control in flight
Takeoff	Loss of control on ground (Defining event)

### HISTORY OF FLIGHT

On August 11, 2009, about 0819 eastern daylight time, a Beechcraft BE-23, N9261S, was substantially damaged during an attempted takeoff at Orlando Sanford International Airport (SFB), Sanford, Florida. A student pilot was in the left seat, and a certificated private pilot was in the right seat; neither of them was injured. Both pilots declined to specify the purpose or nature of the flight. The flight was operated under the provisions of Title 14 Code of Federal Regulations Part 91. Visual meteorological conditions prevailed, and no flight plan was filed.

According to several witnesses, the airplane was performing touch and go operations on runway 9R. The airplane landed, and was beginning another takeoff when the accident occurred. Just after liftoff, the airplane re-contacted the runway, and then veered off the right side the runway. The SFB air traffic control tower (ATCT) was operating at the time of the accident, but the personnel in the ATCT did not witness the accident.

Several days after the accident, the private pilot provided written evidence that indicated that he was flying the airplane when the accident occurred. He reported that he lost control of the airplane due to a gust of wind. In addition, he reported that there were no known mechanical failures or malfunctions prior to the accident.

### PERSONNEL INFORMATION

#### Left Seat Occupant

According to Federal Aviation Administration (FAA) information, the individual in the left seat held a student pilot certificate, and he had approximately 40 total hours of flight experience. His most recent FAA third-class medical and student pilot certificate was issued in June 2009. The student pilot reported that his father was an owner of the corporation that was listed as the registered owner of the airplane.

#### Right Seat Occupant

The individual in the right seat held a private pilot certificate with an airplane single-engine land rating, and he had approximately 80 total hours of flight experience. He did not indicate that he had any previous flight time in the right seat. According to FAA-provided information, his most

recent FAA second-class medical certificate was issued in July 2008, and his pilot certificate was issued in January 2009.

#### AIRCRAFT INFORMATION

According to information provided by the FAA, the airplane was manufactured in 1976. It was an all-metal, low-wing design with tricycle-configuration landing gear, and was equipped with a Lycoming O-360 series engine. Examination of the maintenance records revealed that the most recent annual inspection was completed in September 2008. At that time, the airplane had a total time in service of 2,611 hours, and the engine had accumulated 1,430 hours since major overhaul. In 2007, the airplane was registered to the current owner, a corporation entitled "Sky Airlines" that was located in New Castle, Delaware.

#### METEOROLOGICAL INFORMATION

The 0832 special weather observation at SFB included calm winds, 10 miles visibility, clear skies, temperature 27 degrees C, dew point 24 degrees C, and an altimeter setting of 30.10 inches of mercury.

#### AIRPORT INFORMATION

Information from the FAA and commercial sources indicated that runway 9R at SFB measured 6,647 feet long by 75 feet wide, and that the runway surface material was asphalt "in good condition." The runway was reported to be dry at the time of the accident.

#### WRECKAGE AND IMPACT INFORMATION

According to information provided by the FAA inspector who responded to the accident scene, tire marks and ground scars indicated that the airplane initially veered slightly beyond the left edge of the runway, then crossed the runway, and continued into the grass beyond the right edge of the runway. The ground scars indicated that the airplane crossed, but did not descend into, a wide drainage ditch off the right side of the runway, and that the nose landing gear collapsed when it struck the far side of the ditch. The airplane traveled several hundred feet beyond the point where it initially departed the right edge of the runway, and came to rest south of the taxiway that paralleled the runway.

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	22, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Right
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Without waivers/limitations	<b>Last FAA Medical Exam:</b>	July 10, 2008
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	January 19, 2009
<b>Flight Time:</b>	79 hours (Total, all aircraft), 3 hours (Total, this make and model), 35 hours (Pilot In Command, all aircraft), 14 hours (Last 90 days, all aircraft), 11 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

## Student pilot Information

<b>Certificate:</b>	Student	<b>Age:</b>	42, Male
<b>Airplane Rating(s):</b>	None	<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>	Yes
<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>	June 2, 2009
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	40 hours (Total, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Beech	<b>Registration:</b>	N9261S
<b>Model/Series:</b>	BE-23	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	M-1754
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	September 17, 2008 Annual	<b>Certified Max Gross Wt.:</b>	2300 lbs
<b>Time Since Last Inspection:</b>	99 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	2611 Hrs as of last inspection	<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	O-360-A4K
<b>Registered Owner:</b>	On file	<b>Rated Power:</b>	180 Horsepower
<b>Operator:</b>	On file	<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>	SFB,52 ft msl	<b>Distance from Accident Site:</b>	0 Nautical Miles
<b>Observation Time:</b>	08:32 Local	<b>Direction from Accident Site:</b>	0°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	/	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>		<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30.1 inches Hg	<b>Temperature/Dew Point:</b>	27°C / 24°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Sanford, FL (SFB )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Sanford, FL (SFB )	<b>Type of Clearance:</b>	VFR
<b>Departure Time:</b>	08:20 Local	<b>Type of Airspace:</b>	

## Airport Information

<b>Airport:</b>	Orlando Sanford International SFB	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	52 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	09R	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	6647 ft / 75 ft	<b>VFR Approach/Landing:</b>	Touch and go;Traffic pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	2 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<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>	28.766666,-81.224998(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Huhn, Michael
<b>Additional Participating Persons:</b>	Peter Kandravi; FAA/FSDO; Orlando, FL
<b>Original Publish Date:</b>	December 20, 2010
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=74504">https://data.ntsb.gov/Docket?ProjectID=74504</a>

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