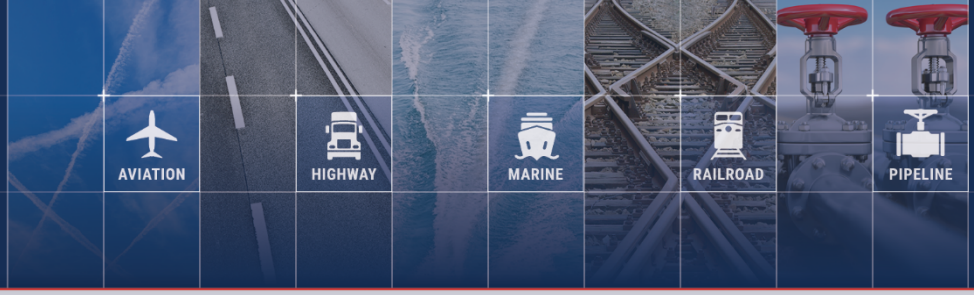

Aviation Investigation Final Report

Location:	Dowagiac, Michigan	**Accident Number:**	CEN11CA362
Date & Time:	May 11, 2011, 16:15 Local	**Registration:**	N9321S
Aircraft:	Beech B24R	**Aircraft Damage:**	Substantial
Defining Event:	Aerodynamic stall/spin	**Injuries:**	2 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

While demonstrating a power-off spot landing to a student, the certified flight instructor (CFI) recognized that the airplane would not make it to the 1,000 foot runway markings he was aiming for, but felt that he would make it to the runway. He allowed the airplane to get too low on the approach at too slow an airspeed. When the airplane was about 30 feet from the runway end at 10 feet above the ground, he began to add engine power, but the airplane stalled and impacted the ground. The airplane sustained substantial damage to the left wing and left landing gear. The CFI reported no mechanical failures or malfunctions.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The flight instructor's failure to maintain an appropriate glide path and airspeed during the landing approach, which resulted in an aerodynamic stall.

Findings

Aircraft	Descent/approach/glide path - Not attained/maintained
Aircraft	Airspeed - Not attained/maintained
Personnel issues	Incorrect action performance - Instructor/check pilot

Factual Information

History of Flight

Approach-VFR pattern final	Aerodynamic stall/spin (Defining event)
Approach-VFR pattern final	Collision with terr/obj (non-CFIT)

Flight instructor Information

Certificate:	Commercial; Flight instructor	**Age:**	64,Male
Airplane Rating(s):	Single-engine land	**Seat Occupied:**	Left
Other Aircraft Rating(s):	None	**Restraint Used:**	
Instrument Rating(s):	Airplane	**Second Pilot Present:**	Yes
Instructor Rating(s):	Airplane single-engine	**Toxicology Performed:**	No
Medical Certification:	Class 3 With waivers/limitations	**Last FAA Medical Exam:**	August 31, 2010
Occupational Pilot:	No	**Last Flight Review or Equivalent:**	March 3, 2010
Flight Time:	3518 hours (Total, all aircraft), 250 hours (Total, this make and model), 3249 hours (Pilot In Command, all aircraft), 37 hours (Last 90 days, all aircraft), 15 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Student pilot Information

Certificate:	Commercial	**Age:**	69,Male
Airplane Rating(s):	Single-engine land	**Seat Occupied:**	Right
Other Aircraft Rating(s):	None	**Restraint Used:**	
Instrument Rating(s):	Airplane	**Second Pilot Present:**	Yes
Instructor Rating(s):	None	**Toxicology Performed:**	No
Medical Certification:	Class 3 With waivers/limitations	**Last FAA Medical Exam:**	July 1, 2009
Occupational Pilot:	No	**Last Flight Review or Equivalent:**	
Flight Time:	755 hours (Total, all aircraft), 12 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	**Registration:**	N9321S
Model/Series:	B24R	**Aircraft Category:**	Airplane
Year of Manufacture:		**Amateur Built:**	
Airworthiness Certificate:	Normal	**Serial Number:**	MC-341
Landing Gear Type:	Retractable - Tricycle	**Seats:**	4
Date/Type of Last Inspection:	October 13, 2010 Annual	**Certified Max Gross Wt.:**	2750 lbs
Time Since Last Inspection:		**Engines:**	1 Reciprocating
Airframe Total Time:	4380 Hrs at time of accident	**Engine Manufacturer:**	LYCOMING
ELT:	C126 installed, activated, did not aid in locating accident	**Engine Model/Series:**	IO360 SER
Registered Owner:	On file	**Rated Power:**	180 Horsepower
Operator:	On file	**Operating Certificate(s) Held:**	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	**Condition of Light:**	Day
Observation Facility, Elevation:	BEH,643 ft msl	**Distance from Accident Site:**	15 Nautical Miles
Observation Time:	15:53 Local	**Direction from Accident Site:**	315°
Lowest Cloud Condition:	Few / 4300 ft AGL	**Visibility**	8 miles
Lowest Ceiling:	None	**Visibility (RVR):**	
Wind Speed/Gusts:	8 knots / 16 knots	**Turbulence Type Forecast/Actual:**	/
Wind Direction:	160°	**Turbulence Severity Forecast/Actual:**	/
Altimeter Setting:	29.85 inches Hg	**Temperature/Dew Point:**	30°C / 19°C
Precipitation and Obscuration:			
Departure Point:	Benton Harbor, MI (BEH)	**Type of Flight Plan Filed:**	None
Destination:	Benton Harbor, MI (BEH)	**Type of Clearance:**	None
Departure Time:	15:15 Local	**Type of Airspace:**	

Airport Information

Airport:	Dowagiac Municipal C91	**Runway Surface Type:**	Asphalt
Airport Elevation:	747 ft msl	**Runway Surface Condition:**	Dry
Runway Used:	27	**IFR Approach:**	None
Runway Length/Width:	4700 ft / 100 ft	**VFR Approach/Landing:**	Simulated forced landing

Wreckage and Impact Information

Crew Injuries:	2 None	**Aircraft Damage:**	Substantial
Passenger Injuries:		**Aircraft Fire:**	None
Ground Injuries:	N/A	**Aircraft Explosion:**	None
Total Injuries:	2 None	**Latitude, Longitude:**	41.993057,-86.128334

Administrative Information

Investigator In Charge (IIC):	Brannen, John
Additional Participating Persons:	Robert Helbing; FAA-South Bend FSDO; South Bend, IL
Original Publish Date:	August 22, 2011
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.ntsb.gov/Docket?ProjectID=79270