



# Aviation Investigation Final Report

<b>Location:</b>	Wetumpka, Alabama	<b>Accident Number:</b>	ERA15CA176
<b>Date &amp; Time:</b>	April 3, 2015, 20:15 Local	<b>Registration:</b>	N9172Q
<b>Aircraft:</b>	Beech V35B	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Controlled flight into terr/obj (CFIT)	<b>Injuries:</b>	1 Serious
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The pilot reported that he was landing his airplane at night and mistook the hangar lights for runway lights. The airplane struck trees on the final approach, then the ground before coming to rest, inverted. The pilot said that, in retrospect, he was on the incorrect radio frequency when he attempted to turn on the pilot-activated runway lights. A Federal Aviation Administration inspector examined the wreckage and reported that the airplane sustained substantial damage. The pilot reported that there were no mechanical problems with the airplane at the time of the accident. The runway lights operated normally after the accident.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's use of an incorrect radio frequency when attempting to turn on the runway lights, resulting in an attempt to land the airplane while aligned with airport hangar lights.

## Findings

<b>Aircraft</b>	Descent/approach/glide path - Not attained/maintained
<b>Personnel issues</b>	Use of equip/system - Pilot
<b>Environmental issues</b>	Dark - Contributed to outcome
<b>Environmental issues</b>	(general) - Effect on operation

## Factual Information

### History of Flight

<b>Approach-VFR pattern final</b>	Controlled flight into terr/obj (CFIT) (Defining event)
<b>Uncontrolled descent</b>	Collision with terr/obj (non-CFIT)

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	77
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	5-point
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<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>	September 11, 2014
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	March 6, 2015
<b>Flight Time:</b>	3326 hours (Total, all aircraft), 1909 hours (Total, this make and model), 10 hours (Last 90 days, all aircraft), 8 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Beech	<b>Registration:</b>	N9172Q
<b>Model/Series:</b>	V35B	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	1970	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	D-9250
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	6
<b>Date/Type of Last Inspection:</b>	November 1, 2014 Annual	<b>Certified Max Gross Wt.:</b>	3400 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	6137 Hrs as of last inspection	<b>Engine Manufacturer:</b>	Continental
<b>ELT:</b>	C126 installed	<b>Engine Model/Series:</b>	IO-520 Series
<b>Registered Owner:</b>	POWER DANIEL N	<b>Rated Power:</b>	285 Horsepower
<b>Operator:</b>	POWER DANIEL N	<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>	Night/dark
<b>Observation Facility, Elevation:</b>	MGM,221 ft msl	<b>Distance from Accident Site:</b>	9 Nautical Miles
<b>Observation Time:</b>	20:53 Local	<b>Direction from Accident Site:</b>	190°
<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>	9 knots / 18 knots	<b>Turbulence Type Forecast/Actual:</b>	/ None
<b>Wind Direction:</b>	200°	<b>Turbulence Severity Forecast/Actual:</b>	/ N/A
<b>Altimeter Setting:</b>	30 inches Hg	<b>Temperature/Dew Point:</b>	25°C / 16°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Galveston, TX (GLS )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Wetumpka, AL (08A )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>		<b>Type of Airspace:</b>	

## Airport Information

<b>Airport:</b>	Wetumpka Muni 08A	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	197 ft msl	<b>Runway Surface Condition:</b>	Unknown
<b>Runway Used:</b>	27	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	3011 ft / 80 ft	<b>VFR Approach/Landing:</b>	Full stop

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Serious	<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>	1 Serious	<b>Latitude, Longitude:</b>	32.527221,-86.331108(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Hicks, Ralph
<b>Additional Participating Persons:</b>	John Park; FAA FSDO; Vestavia Hills, AL
<b>Original Publish Date:</b>	August 11, 2015
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	This accident report documents the factual circumstances of this accident as described to the NTSB.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=90988">https://data.nts.gov/Docket?ProjectID=90988</a>

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