



Aviation Investigation Final Report

Location:	DENISON, Iowa	Accident Number:	CHI94LA044
Date & Time:	December 6, 1993, 16:20 Local	Registration:	N6959Q
Aircraft:	BEECH 23	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Serious, 1 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE STUDENT PILOT PURCHASED THE AIRPLANE THE DAY OF THE ACCIDENT, AND HAD PREARRANGED WITH THE PRIVATE PILOT TO FLY THE AIRPLANE BACK TO THEIR HOME BASE. SHORTLY AFTER LIFTOFF, THE AIRPLANE COLLIDED WITH TERRAIN ON THE LEFT SIDE OF THE RUNWAY, AND CONTINUED DOWN AN EMBANKMENT BEFORE IT CAME TO REST. THE PRIVATE PILOT OCCUPIED THE RIGHT SEAT, THE STUDENT PILOT WAS IN THE LEFT SEAT DURING THE ATTEMPTED TAKEOFF. THE STUDENT PILOT STATED HE BEGAN THE TAKEOFF ROLL WITH THE UNDERSTANDING THAT THE PRIVATE PILOT WAS ON THE CONTROLS WITH HIM. THE STUDENT PILOT INDICATED WHEN HE REACHED DOWN TO RETRACT FLAPS, THE PRIVATE PILOT TOOK THE CONTROLS, BANKED LEFT AND IMPACTED THE GROUND. THE PRIVATE PILOT STATED HE WAS NOT ON THE CONTROLS. THE STUDENT PILOT REPORTED 19.2 HOURS TOTAL FLIGHT TIME, WITH NO EXPERIENCE IN THE ACCIDENT MAKE AND MODEL AIRPLANE. THERE WAS NO EVIDENCE OR CLAIM OF PREIMPACT MECHANICAL ANOMALY.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT-IN-COMMAND'S INADEQUATE REMEDIAL ACTION. A FACTOR ASSOCIATED WITH THE ACCIDENT IS THE STUDENT PILOT'S INADEQUATE AIRCRAFT HANDLING.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (F) AIRCRAFT HANDLING - INADEQUATE - DUAL STUDENT
2. (C) REMEDIAL ACTION - INADEQUATE - PILOT IN COMMAND

Factual Information

On December 6, 1993, at 1600 central standard time, a Beech A23- A, N6959Q, operated on a postpurchase positioning flight, impacted the ground on the left side of the runway and ran down an embankment during an attempted takeoff on Runway 30 at the Denison, Iowa airport. The airplane sustained substantial damage. The private pilot (right seat) reported minor injuries. The student pilot/airplane owner (left seat) received serious injuries. Visual meteorological conditions prevailed for the flight, no flight plan was filed. The flight operated under 14 CFR Part 91, and originated from Denison, Iowa approximately 1559, with an intended destination of Shenandoah, Iowa.

The student pilot purchased the airplane the day of the accident. He had arranged with the private pilot to accompany him to Denison to fly the airplane back to Shenandoah after the purchase was finalized. He reported the private pilot stated he was experienced in the accident make and model airplane, and was prepared to fly the airplane to Shenandoah.

The student pilot stated the private pilot performed the preflight inspection, then sat in the right seat. The student pilot reported "When I asked him about it, he stated that I had purchased the plane, so (the left seat) was my seat....I...asked...who was going to fly the plane, to which he answered 'I will.'....I began the takeoff with the understanding that he was on the controls with me."

The student pilot reported he had difficulty during the takeoff roll and requested help from the private pilot. The student pilot indicated the airplane lifted off about 2/3 down the 5,000 foot long runway, and they began to climb out. He reported when he reached down to retract the flaps, the private pilot pulled back on the controls, stated "watch out for the trees" and banked the airplane to the left. The airplane impacted the ground on the left side of the runway and continued down an embankment.

The private pilot reported the student pilot was handling the controls for the attempted takeoff. The private pilot stated about "...1,500 feet down the (runway) he turned to the left, then hard right off (the runway) and rotated at about the same time. Then the plane crashed."

The student pilot reported 19.2 hours total flight time, with no experience in the accident make and model airplane. The private pilot reported 602.5 hours total flight time, with no indication of total flight time in the accident make and model airplane. Both pilots reported the weather was clear, visibility good, and calm winds. There was no evidence or claim of preimpact mechanical anomaly.

Pilot Information

Certificate:	Private	Age:	64, 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 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	September 21, 1993
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	603 hours (Total, all aircraft), 567 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N6959Q
Model/Series:	23 23	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	M1090
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	March 9, 1993 Annual	Certified Max Gross Wt.:	2400 lbs
Time Since Last Inspection:	8 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2169 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-360-A2G
Registered Owner:	RAKE, ROBERT J.	Rated Power:	165 Horsepower
Operator:	RAKE, ROBERT J.	Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

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	8 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	4°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:	SHENANDOAH , IA (SDA)	Type of Clearance:	None
Departure Time:	15:59 Local	Type of Airspace:	Class G

Airport Information

Airport:	DENISON MUNICIPAL AIRPORT DNS	Runway Surface Type:	Asphalt
Airport Elevation:	1273 ft msl	Runway Surface Condition:	Dry
Runway Used:	30	IFR Approach:	None
Runway Length/Width:	5000 ft / 75 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 Serious, 1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious, 1 Minor	Latitude, Longitude:	42.010135,-95.340202(est)

Administrative Information

Investigator In Charge (IIC):	Reeves, Jodi
Additional Participating Persons:	LARRY BROWN; DES MOINES , IA BOB BOLINGER; DES MOINES , IA
Original Publish Date:	September 13, 1994
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=9435

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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](#).