



Aviation Investigation Final Report

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|--------------------------------|--------------------------------------|-------------------------|-------------|
| Location: | Fallon, Nevada | Accident Number: | GAA17CA239 |
| Date & Time: | April 19, 2017, 11:30 Local | Registration: | N786KS |
| Aircraft: | Beech C23 | Aircraft Damage: | Substantial |
| Defining Event: | Loss of control on ground | Injuries: | 2 None |
| Flight Conducted Under: | Part 91: General aviation - Personal | | |

Analysis

The pilot reported that two private airports were near each other, and he mistakenly landed at the wrong airport. He added that, once he realized his mistake, he referenced the Federal Aviation Administration (FAA) chart supplement and visual flight rules sectional chart and observed a published runway length of 2,600 ft for departure. The pilot reported that he referenced the Pilot's Operating Handbook (POH) and noted that the calculated takeoff distance was 1,350 ft.

The pilot reported that, during the takeoff roll, he decided to abort the takeoff with about half of the runway remaining because the airplane had not reached the speed he expected. During the aborted takeoff, the airplane pulled to the left of the runway centerline "slightly" when the brakes were applied, and the left wing struck two fence posts along the runway. The collision with the fence posts pulled the airplane off the runway surface to the left and into a ditch and a barbed wire fence.

The left wing sustained substantial damage.

The pilot reported that there were no preaccident mechanical malfunctions or failures with the airplane that would have precluded normal operation.

The FAA Aeronautical Information Services Office was asked by the National Transportation Safety Board investigator-in-charge to evaluate the published runway dimensions at the accident airport. Upon review, the FAA determined that the runway dimensions provided for the airport should have been 2,483 ft by 25 ft rather than 2,600 ft by 25 ft. The FAA submitted the revised dimensions to the National Flight Data Center for publication.

According to takeoff performance calculations with the FAA Koch Chart, the airplane would have likely experienced a 60% increase to the normal takeoff distance. When factoring in this increase with the airplane's POH takeoff distance chart, the ground roll required was about 1,808 ft, and the total distance

to clear a 50-ft obstacle was 3,128 ft. Numerous trees were located at the end of the runway. The distance to clear the 50-ft obstacle exceeded the published runway length and revised runway length.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The pilot's inaccurate takeoff performance calculations and failure to maintain directional control during an aborted takeoff.

| Findings | |
|----------------------|---|
| Personnel issues | Aircraft control - Pilot |
| Personnel issues | Performance calculations - Pilot |
| Aircraft | Directional control - Not attained/maintained |
| Environmental issues | (general) - Decision related to condition |
| Environmental issues | (general) - Accuracy of related info |
| Environmental issues | Fence/fence post - Contributed to outcome |

Factual Information

History of Flight

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|---------------------------------|--|
| Prior to flight | Preflight or dispatch event |
| Takeoff-rejected takeoff | Loss of control on ground (Defining event) |
| Takeoff-rejected takeoff | Collision with terr/obj (non-CFIT) |
| Takeoff-rejected takeoff | Runway excursion |

Pilot Information

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|----------------------------------|--|--|-------------------|
| Certificate: | Private | Age: | 58,Male |
| Airplane Rating(s): | Single-engine land | Seat Occupied: | Left |
| Other Aircraft Rating(s): | None | Restraint Used: | Unknown |
| Instrument Rating(s): | None | Second Pilot Present: | No |
| Instructor Rating(s): | None | Toxicology Performed: | No |
| Medical Certification: | Class 3 With waivers/limitations | Last FAA Medical Exam: | November 19, 2015 |
| Occupational Pilot: | No | Last Flight Review or Equivalent: | |
| Flight Time: | (Estimated) 91 hours (Total, all aircraft), 91 hours (Total, this make and model), 70 hours (Pilot In Command, all aircraft), 19 hours (Last 90 days, all aircraft), 7 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft) | | |

Aircraft and Owner/Operator Information

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|--------------------------------------|------------------------------|---------------------------------------|-----------------|
| Aircraft Make: | Beech | Registration: | N786KS |
| Model/Series: | C23 NO SERIES | Aircraft Category: | Airplane |
| Year of Manufacture: | 1975 | Amateur Built: | |
| Airworthiness Certificate: | Normal | Serial Number: | M-1676 |
| Landing Gear Type: | Tricycle | Seats: | 4 |
| Date/Type of Last Inspection: | July 1, 2016 100 hour | Certified Max Gross Wt.: | 2450 lbs |
| Time Since Last Inspection: | | Engines: | 1 Reciprocating |
| Airframe Total Time: | 6505 Hrs at time of accident | Engine Manufacturer: | LYCOMING |
| ELT: | | Engine Model/Series: | O-360-A4K |
| Registered Owner: | On file | Rated Power: | 180 Horsepower |
| Operator: | On file | Operating Certificate(s) Held: | None |

Meteorological Information and Flight Plan

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|---|----------------------------------|---|----------------------|
| Conditions at Accident Site: | Visual (VMC) | Condition of Light: | Day |
| Observation Facility, Elevation: | KNFL, 3934 ft msl | Distance from Accident Site: | 6 Nautical Miles |
| Observation Time: | 18:56 Local | Direction from Accident Site: | 60° |
| Lowest Cloud Condition: | Few / 8000 ft AGL | Visibility | 10 miles |
| Lowest Ceiling: | | Visibility (RVR): | |
| Wind Speed/Gusts: | 9 knots / None | Turbulence Type Forecast/Actual: | / None |
| Wind Direction: | 150° | Turbulence Severity Forecast/Actual: | / N/A |
| Altimeter Setting: | 30.15 inches Hg | Temperature/Dew Point: | 15°C / 3°C |
| Precipitation and Obscuration: | No Obscuration; No Precipitation | | |
| Departure Point: | FALLON, NV (FLX) | Type of Flight Plan Filed: | None |
| Destination: | FALLON, NV (1NV1) | Type of Clearance: | VFR flight following |
| Departure Time: | 10:05 Local | Type of Airspace: | Class G |

Airport Information

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|-----------------------------|-------------------|----------------------------------|---------|
| Airport: | DARROW FIELD 26NV | Runway Surface Type: | Asphalt |
| Airport Elevation: | 3965 ft msl | Runway Surface Condition: | Dry |
| Runway Used: | 16 | IFR Approach: | None |
| Runway Length/Width: | 2483 ft / 25 ft | VFR Approach/Landing: | None |

Wreckage and Impact Information

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|----------------------------|--------|-----------------------------|----------------------------|
| Crew Injuries: | 1 None | Aircraft Damage: | Substantial |
| Passenger Injuries: | 1 None | Aircraft Fire: | None |
| Ground Injuries: | N/A | Aircraft Explosion: | None |
| Total Injuries: | 2 None | Latitude, Longitude: | 39.453056,-118.866386(est) |

Administrative Information

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|--|---|
| Investigator In Charge (IIC): | Gerhardt, Adam |
| Additional Participating Persons: | Charles Geyer; FAA/ FSDO; Reno, NV |
| Original Publish Date: | July 20, 2017 |
| 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=95031 |

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](#).