



Aviation Investigation Final Report

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

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

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

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

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 /	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

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

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

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

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