



# Aviation Investigation Final Report

<b>Location:</b>	Hailey, Idaho	<b>Accident Number:</b>	WPR17LA154
<b>Date &amp; Time:</b>	July 13, 2017, 20:15 Local	<b>Registration:</b>	N1796A
<b>Aircraft:</b>	Beech D55	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Loss of control in flight	<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The pilot reported that the multi-engine airplane's engines were "not synched up" during the landing flare and the airplane began to drift to the right side of the runway. The airplane's airspeed began to decay, and the pilot applied left throttle and pitched the airplane's nose down to correct. The airplane subsequently yawed to the right, the right-wing tip impacted the ground, and the airplane landed sideways, collapsing the landing gear and resulting in substantial damage.

The pilot reported that there were no mechanical problems that would have precluded normal operation and that he should have initiated a go-around upon first noticing the unequal engine power.

## Probable Cause and Findings

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

The pilot's loss of directional control during landing.

## Findings

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<b>Aircraft</b>	Power lever - Incorrect use/operation
<b>Personnel issues</b>	Incorrect action selection - Pilot
<b>Aircraft</b>	Directional control - Not attained/maintained
<b>Personnel issues</b>	Use of equip/system - Pilot

## Factual Information

### History of Flight

<b>Landing</b>	Loss of control in flight (Defining event)
<b>Landing</b>	Abnormal runway contact

On July 13, 2017, about 2015 mountain standard time, a Beech D55 twin-engine airplane, N1796A, was substantially damaged when it was involved in an accident near Hailey, Idaho. The pilot and passenger were not injured. The airplane was operated as a Title 14 *Code of Federal Regulations* Part 91 personal flight.

The pilot reported that, just before he entered the landing flare, he realized that his engines were "not synced up" and the airplane began to drift to the right of the runway. The pilot then realized that the airplane was getting too slow, and he increased the power to the left engine and pitched the airplane's nose down. The airplane yawed to the right and the right wingtip impacted the ground. The airplane hit the ground sideways, and the landing gear collapsed, resulting in substantial damage. The airplane slid off the runway and came to rest upright.

The pilot reported that there were no mechanical problems with the airplane.

### Pilot Information

<b>Certificate:</b>	Commercial; Flight instructor	<b>Age:</b>	24, Male
<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>	3-point
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	Airplane multi-engine; Airplane single-engine	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 Without waivers/limitations	<b>Last FAA Medical Exam:</b>	January 1, 2017
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	March 15, 2017
<b>Flight Time:</b>	(Estimated) 463.4 hours (Total, all aircraft), 9 hours (Total, this make and model)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Beech	<b>Registration:</b>	N1796A
<b>Model/Series:</b>	D55	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	1969	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	TE-753
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	6
<b>Date/Type of Last Inspection:</b>	March 3, 2017 Annual	<b>Certified Max Gross Wt.:</b>	5300 lbs
<b>Time Since Last Inspection:</b>	10 Hrs	<b>Engines:</b>	Reciprocating
<b>Airframe Total Time:</b>	3993 Hrs as of last inspection	<b>Engine Manufacturer:</b>	Continental Motors Inc.
<b>ELT:</b>	C91 installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	IO-520-C
<b>Registered Owner:</b>	On file	<b>Rated Power:</b>	285 Horsepower
<b>Operator:</b>	On file	<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
<b>Observation Facility, Elevation:</b>	KSUN, 5306 ft msl	<b>Distance from Accident Site:</b>	0 Nautical Miles
<b>Observation Time:</b>	20:14 Local	<b>Direction from Accident Site:</b>	220°
<b>Lowest Cloud Condition:</b>	Few / 10000 ft AGL	<b>Visibility:</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	7 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	210°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30.14 inches Hg	<b>Temperature/Dew Point:</b>	27°C / 6°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Arco, ID (AOC)	<b>Type of Flight Plan Filed:</b>	VFR
<b>Destination:</b>	Hailey, ID	<b>Type of Clearance:</b>	VFR
<b>Departure Time:</b>	18:30 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	FRIEDMAN MEMORIAL SUN	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	5319 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	31	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	7550 ft / 100 ft	<b>VFR Approach/Landing:</b>	Traffic pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 None	<b>Latitude, Longitude:</b>	43.503887,-114.29555(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Cornejo, Tealeye
<b>Additional Participating Persons:</b>	Robert Nance; Federal Aviation Administration; Boise, ID
<b>Original Publish Date:</b>	June 10, 2021
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class 3</a>
<b>Note:</b>	The NTSB did not travel to the scene of this accident.
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=95593">https://data.ntsb.gov/Docket?ProjectID=95593</a>

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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](#).