



Aviation Investigation Final Report

Location:	Hastings, Nebraska	Accident Number:	GAA18CA167
Date & Time:	March 16, 2018, 07:50 Local	Registration:	N213AV
Aircraft:	Beech C99	Aircraft Damage:	Substantial
Defining Event:	Abnormal runway contact	Injuries:	2 None
Flight Conducted Under:	Part 135: Air taxi & commuter - Non-scheduled		

Analysis

According to the operator's director of safety, during landing in gusty crosswind conditions, the multi-engine, turbine-powered airplane bounced. The airplane then touched down a second time left of the runway centerline. "Recognizing their position was too far left," the flight crew attempted a go-around. However, both engines were almost at idle and "took time to spool back up." Without the appropriate airspeed, the airplane continued to veer to the left. A gust under the right wing "drove" the left wing into the ground. The airplane continued across a grass field, the nose landing gear collapsed, and the airplane slid to a stop.

The airplane sustained substantial damage to the fuselage and left wing.

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

The automated weather observation system located at the accident airport reported that, about the time of the accident, the wind was from 110° at 21 knots, gusting to 35 knots. The pilot landed on runway 04.

The Beechcraft airplane flight manual states the max demonstrated crosswind is 25 knots.

Based on the stated wind conditions, the calculated crosswind component was 19 to 33 knots.

Probable Cause and Findings

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

The pilot's decision to land in a gusty crosswind that exceeded the airplane's maximum demonstrated crosswind and resulted in a runway excursion.

Findings

Aircraft	Directional control - Attain/maintain not possible
Personnel issues	Decision making/judgment - Pilot
Personnel issues	Aircraft control - Pilot
Environmental issues	Gusts - Decision related to condition
Environmental issues	Crosswind - Decision related to condition
Environmental issues	Crosswind - Effect on operation
Environmental issues	Gusts - Effect on operation

Factual Information

History of Flight

Landing-flare/touchdown	Abnormal runway contact (Defining event)
Landing-flare/touchdown	Attempted remediation/recovery
Landing-landing roll	Runway excursion
Landing-landing roll	Landing gear collapse
Landing-landing roll	Nose over/nose down

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	60,Female
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	4-point
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine; Instrument airplane	Toxicology Performed:	No
Medical Certification:	Class 2 With waivers/limitations	Last FAA Medical Exam:	April 26, 2017
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	November 16, 2017
Flight Time:	(Estimated) 6500 hours (Total, all aircraft), 1145 hours (Total, this make and model), 6300 hours (Pilot In Command, all aircraft), 110 hours (Last 90 days, all aircraft), 33 hours (Last 30 days, all aircraft)		

Co-pilot Information

Certificate:	Commercial	Age:	31,Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	4-point
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 1 Without waivers/limitations	Last FAA Medical Exam:	November 27, 2017
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	February 15, 2018
Flight Time:	(Estimated) 853 hours (Total, all aircraft), 21 hours (Total, this make and model), 795 hours (Pilot In Command, all aircraft), 25 hours (Last 90 days, all aircraft), 25 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	Registration:	N213AV
Model/Series:	C99	Aircraft Category:	Airplane
Year of Manufacture:	1983	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	U-213
Landing Gear Type:	Retractable - Tricycle	Seats:	2
Date/Type of Last Inspection:	March 14, 2018 Continuous airworthiness	Certified Max Gross Wt.:	11300 lbs
Time Since Last Inspection:		Engines:	2 Turbo prop
Airframe Total Time:	17228.9 Hrs at time of accident	Engine Manufacturer:	P&W CANADA
ELT:	C91 installed	Engine Model/Series:	PT6A-36GG
Registered Owner:	UAS TRANSERVICES INC	Rated Power:	750 Horsepower
Operator:	Ameriflight LLC	Operating Certificate(s) Held:	Commuter air carrier (135)
Operator Does Business As:	Ameriflight LLC	Operator Designator Code:	JIKA

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KHSI, 1961 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	12:53 Local	Direction from Accident Site:	175°
Lowest Cloud Condition:	Few / 1500 ft AGL	Visibility	10 miles
Lowest Ceiling:	Broken / 3100 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	21 knots / 35 knots	Turbulence Type Forecast/Actual:	/ None
Wind Direction:	110°	Turbulence Severity Forecast/Actual:	/ N/A
Altimeter Setting:	29.51 inches Hg	Temperature/Dew Point:	6°C / 3°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	OMAHA, NE (OMA)	Type of Flight Plan Filed:	IFR
Destination:	Hastings, NE (HSI)	Type of Clearance:	IFR
Departure Time:	06:55 Local	Type of Airspace:	Air traffic control; Class E

Airport Information

Airport:	HASTINGS MUNI HSI	Runway Surface Type:	Concrete
Airport Elevation:	1961 ft msl	Runway Surface Condition:	Wet
Runway Used:	04	IFR Approach:	RNAV
Runway Length/Width:	4501 ft / 75 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	40.604167,-98.426391(est)

Administrative Information

Investigator In Charge (IIC):	Swenson, Eric
Additional Participating Persons:	Robert L Markise; FAA; Lincoln, NE
Original Publish Date:	July 5, 2018
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=96891

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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](#).