



Aviation Investigation Final Report

Location:	Gainesville, Georgia	Accident Number:	GAA18CA304
Date & Time:	May 6, 2018, 15:06 Local	Registration:	N406PA
Aircraft:	Beech 58	Aircraft Damage:	Substantial
Defining Event:	Abnormal runway contact	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation		

Analysis

The pilot reported that, during landing in gusting crosswind conditions, the airplane hit the runway unexpectedly, and he initiated a go-around by adding full power. He added that the airplane struck the runway again, but he continued the go-around. Subsequently, the pilot diverted to an alternate airport and landed without further incident.

Postaccident examination revealed that the airplane had sustained substantial damage to the fuselage.

The pilot 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 350° at 13 knots, gusting to 23 knots. The pilot attempted to land on runway 29.

Probable Cause and Findings

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

The pilot's failure to maintain a proper landing flare in gusting crosswind conditions.

Findings

Aircraft	Landing flare - Not attained/maintained
Personnel issues	Aircraft control - Pilot
Environmental issues	Crosswind - Effect on operation
Environmental issues	Gusts - Effect on operation

Factual Information

History of Flight

Landing	Abnormal runway contact (Defining event)
Approach-VFR go-around	Abnormal runway contact

Pilot Information

Certificate:	Private	Age:	62, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Unknown
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	October 28, 2016
Occupational Pilot:	No	Last Flight Review or Equivalent:	February 27, 2018
Flight Time:	(Estimated) 1633 hours (Total, all aircraft), 1373 hours (Total, this make and model), 26 hours (Last 90 days, all aircraft), 13 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	Registration:	N406PA
Model/Series:	58 UNDESIGNAT	Aircraft Category:	Airplane
Year of Manufacture:	1982	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	TH-1338
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	May 12, 2017 Annual	Certified Max Gross Wt.:	5450 lbs
Time Since Last Inspection:		Engines:	2 Reciprocating
Airframe Total Time:	5402.5 Hrs at time of accident	Engine Manufacturer:	Continental
ELT:	C91A installed, not activated	Engine Model/Series:	IO-520-CB9F
Registered Owner:	On file	Rated Power:	
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:	KGVL, 1275 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	19:53 Local	Direction from Accident Site:	145°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	13 knots / 23 knots	Turbulence Type Forecast/Actual:	None / Unknown
Wind Direction:	350°	Turbulence Severity Forecast/Actual:	N/A / Moderate
Altimeter Setting:	29.96 inches Hg	Temperature/Dew Point:	25°C / 7°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Cincinnati, OH (LUK)	Type of Flight Plan Filed:	IFR
Destination:	Gainesville, GA (GVL)	Type of Clearance:	IFR
Departure Time:		Type of Airspace:	Class G

Airport Information

Airport:	LEE GILMER MEMORIAL GVL	Runway Surface Type:	Asphalt
Airport Elevation:	1275 ft msl	Runway Surface Condition:	Dry
Runway Used:	29	IFR Approach:	None
Runway Length/Width:	4001 ft / 100 ft	VFR Approach/Landing:	Go around; Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	34.273612, -83.83139 (est)

Administrative Information

Investigator In Charge (IIC):	Swenson, Eric
Additional Participating Persons:	Mike Puehler; FAA; Atlanta, GA
Original Publish Date:	October 24, 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.ntsb.gov/Docket?ProjectID=97341

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](#).