



National Transportation Safety Board Aviation Accident Final Report

Location:	MANSFIELD, MA	Accident Number:	NYC88LA001
Date & Time:	10/02/1987, 1530 EDT	Registration:	N4007T
Aircraft:	BEECH B23	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

ACCORDING TO THE PLT, THE WINDS WERE FROM THE SOUTH-SOUTHWEST AT 15 TO 20 KTS. HE RPRTD THAT DRG THE LANDING ROLL ON RWY 22, HE APPLIED FULL RIGHT RUDDER AGAINST THE PREVAILING WIND, BUT THE ACFT VEERED LEFT WITH THE APPLICATION OF BRAKES. SUBSEQUENTLY, IT CONTD TOWARD A DRAINAGE AREA BESIDE RWY 14/32. AS THE ACFT CROSSED THE DRAINAGE AREA, IT ENCTR'D UPWARD SLOPING TERRAIN ON THE OPPOSITE SIDE & WAS DAMAGED. NO PRE-ACDNT MECHANICAL PROBLEM WAS RPRTD.

Probable Cause and Findings

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

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER

Phase of Operation: LANDING - ROLL

Findings

1. (C) BRAKES(NORMAL) - IMPROPER USE OF - PILOT IN COMMAND
2. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. (F) WEATHER CONDITION - HIGH WIND

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER

Phase of Operation: LANDING - ROLL

Findings

4. (F) TERRAIN CONDITION - DITCH

Factual Information

Pilot Information

Certificate:	Private	Age:	35, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	05/03/1986
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	98 hours (Total, all aircraft), 16 hours (Total, this make and model), 53 hours (Pilot In Command, all aircraft), 12 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N4007T
Model/Series:	B23 B23	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	M1114
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	05/28/1987, Annual	Certified Max Gross Wt.:	2450 lbs
Time Since Last Inspection:	23 Hours	Engines:	1 Reciprocating
Airframe Total Time:	1529 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-360-A2G
Registered Owner:	DANA R. CLOW	Rated Power:	180 hp
Operator:	DANA R. CLOW	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	40 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	20 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	200°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	16 °C
Precipitation and Obscuration:			
Departure Point:	PAWTUCKET, RI (SFZ)	Type of Flight Plan Filed:	None
Destination:	(3B2)	Type of Clearance:	None
Departure Time:	1515 EDT	Type of Airspace:	Class G

Airport Information

Airport:	MANSFIELD (1B9)	Runway Surface Type:	Grass/turf
Airport Elevation:	124 ft	Runway Surface Condition:	Dry
Runway Used:	22	IFR Approach:	None
Runway Length/Width:	2200 ft / 100 ft	VFR Approach/Landing:	Traffic Pattern

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:	

Administrative Information

Investigator In Charge (IIC):	VINCENT D MARCANTELLI	Report Date:	06/07/1989
Additional Participating Persons:			
Publish Date:			
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).