



National Transportation Safety Board Aviation Accident Final Report

Location:	VEGA, TX	Accident Number:	FTW86LQG13
Date & Time:	03/01/1986, 1300 CST	Registration:	N6110X
Aircraft:	Beech C23	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None

Flight Conducted Under: Part 91: General Aviation - Instructional

Analysis

THE ACFT LANDED HARD FOLLOWING A SIMULATED SHORT FIELD LANDING OVER AN OBSTACLE. POWER WAS REDUCED AS THE ACFT CLEARED THE IMAGINARY OBSTACLE BUT THERE WAS A SLIGHT DELAY IN LOWERING THE NOSE TO MAINTAIN AIRSPEED. THE ACFT WAS FLARED AT A HIGH SINK RATE WITHOUT POWER AND WAS SUBSTANTIALLY DAMAGED.

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 - IN FLIGHT
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (C) MANEUVER - SIMULATED - PILOT IN COMMAND(CFI)
 2. (C) REMEDIAL ACTION - DELAYED - DUAL STUDENT
 3. (C) SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
 4. (C) AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND(CFI)
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Occurrence #2: HARD LANDING
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

5. (C) FLARE - MISJUDGED - DUAL STUDENT
6. WING - BENT

Factual Information

Pilot Information

Certificate:	Flight Instructor; Commercial	Age:	33, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane Single-engine	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	08/28/1985
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	1466 hours (Total, all aircraft), 10 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	Registration:	N6110X
Model/Series:	C23 C23	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	M-2347
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	12/11/1985, Annual	Certified Max Gross Wt.:	2450 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	1288 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-360
Registered Owner:	TRADEWIND AVIATION, INC.	Rated Power:	180 hp
Operator:	TRADEWIND AVIATION, INC.	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	15 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	30°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	21 °C
Precipitation and Obscuration:			
Departure Point:	AMARILLO, TX (TDW)	Type of Flight Plan Filed:	None
Destination:	AMARILLO, TX (TDW)	Type of Clearance:	None
Departure Time:	0000	Type of Airspace:	Class G

Airport Information

Airport:	OLDHAM (E52)	Runway Surface Type:	Asphalt
Airport Elevation:	3995 ft	Runway Surface Condition:	Dry
Runway Used:	17	IFR Approach:	None
Runway Length/Width:	4200 ft / 60 ft	VFR Approach/Landing:	Touch and Go

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	LEE	BOEDEKER	Report Date:
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/ .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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](#).