



National Transportation Safety Board Aviation Accident Data Summary

Location:	VEGA, TX	Accident Number:	FTW86LQG13
Date & Time:	03/01/1986, 1300 CST	Registration:	N6110X
Aircraft:	Beech C23	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

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)

Occurrence #2: HARD LANDING
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

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

Pilot Information

Certificate:	Flight Instructor; Commercial	Age:	33
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	Airplane Single-engine
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	Engines:	1 Reciprocating
Operator:	TRADEWIND AVIATION, INC.	Engine Manufacturer:	LYCOMING
Operating Certificate(s) Held:	None	Engine Model/Series:	O-360
Flight Conducted Under:	Part 91: General Aviation - Instructional		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Weather Information Source:	Pilot
Lowest Ceiling:	None / 0 ft agl	Wind Speed/Gusts, Direction:	5 knots / , 30°
Temperature:	21° C	Visibility	15 Miles
Precipitation and Obscuration:			
Departure Point:	AMARILLO, TX (TDW)	Destination:	AMARILLO, TX (TDW)

Airport Information

Airport:	OLDHAM (E52)	Runway Surface Type:	Asphalt
Runway Used:	17	Runway Surface Condition:	Dry
Runway Length/Width:	4200 ft / 60 ft		

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
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC):	LEE BOEDEKER	Adopted 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.