



National Transportation Safety Board

Aviation Accident Data Summary

Location:	Benson, AZ	Accident Number:	LAX08FA092
Date & Time:	04/02/2008, 1929 MST	Registration:	N20480
Aircraft:	BEECH 95-B55	Injuries:	2 Fatal
Flight Conducted Under:	Part 91: General Aviation - Business		

Analysis

A witness at the airport reported that the airplane's first approach for landing in dark night conditions appeared high and fast. Prior to touchdown, the pilot announced over the common traffic frequency that he was going around. During the second approach, which the witness reported as not as high and fast as the first approach, the airplane was about 10 feet above ground level when it passed the midfield point on the 4,000-foot runway. The witness lost sight of the airplane behind a hangar, but heard what sounded like a hard landing, followed by the sound of increasing engine sounds. The witness looked over the hangars and saw a green light (right wing tip) arc to the left as if the airplane were rolling inverted. The airplane collided with the ground in a near-inverted, slightly nose-down attitude and came to rest between the runway and the taxiway. Postcrash examination of the airframe and flight control systems found no anomalies. The left engine was examined and subsequently placed in a test cell. The engine started easily and ran smoothly at various rated power settings. The right engine was subject to a teardown inspection. The disassembly of the engine did not reveal any preexisting anomalies that would have precluded normal operation of the engine. Both propellers had impact marks on the spinner from contact with a counterweight while the blade/counterweight was at a low pitch position. There were no impact marks or other indications to suggest that either propeller was feathered. Both propellers were turning and were driven toward a lower blade angle at impact as evidenced by the damage to the low pitch stop. A review of the private pilot's flight logbook indicated the pilot had accumulated approximately 274 hours total flight time in all aircraft, with only 29 hours in the aircraft type and 5 hours of night flying experience logged.

Flight Events

Landing-flare/touchdown - Hard landing
Landing - Attempted remediation/recovery
Approach-VFR go-around - Loss of control in flight
Approach-VFR go-around - Collision with terr/obj (non-CFIT)

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's misjudged speed and altitude during approach that led to a long landing and his subsequent failure to maintain control during an attempted go-around. Contributing to the accident were the dark night, the pilot's low total night flight experience, and low total time in the make and model airplane.

Findings

Aircraft-Aircraft oper/perf/capability-Performance/control parameters-Lateral/bank control-Not attained/maintained - C
Aircraft-Aircraft oper/perf/capability-Performance/control parameters-Descent/approach/glide

path-Not attained/maintained - C

Personnel issues-Task performance-Use of equip/info-Aircraft control-Pilot - C

Personnel issues-Experience/knowledge-Experience/qualifications-Total experience w/ equipment-Pilot - F

Environmental issues-Conditions/weather/phenomena-Light condition-Dark-Not specified - F

Pilot Information

Certificate:	Private	Age:	53
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	274 hours (Total, all aircraft), 29 hours (Total, this make and model), 7 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	BEECH	Registration:	N20480
Model/Series:	95-B55	Engines:	2 Reciprocating
Operator:	James Robertson	Engine Manufacturer:	Teledyne Continental Motors
Air Carrier Operating Certificate:	None	Engine Model/Series:	IO-520-E
Flight Conducted Under:	Part 91: General Aviation - Business		

Meteorological Information and Flight Plan

Observation Facility, Elevation:	TUS, 2643 ft msl	Weather Information Source:	Weather Observation Facility
Conditions at Accident Site:	Visual Conditions	Lowest Ceiling:	None
Condition of Light:	Night	Wind Speed/Gusts, Direction:	9 knots, 270°
Temperature:	22° C / -9° C	Visibility	10 Miles
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Safford, AZ (SAD)	Destination:	Benson, AZ (E95)

Airport Information

Airport:	Benson Municipal (E95)	Runway Surface Type:	Asphalt
Runway Used:	28	Runway Surface Condition:	Dry
Runway Length/Width:	4000 ft / 75 ft		

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Substantial
Passenger Injuries:	1 Fatal	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None

Administrative Information

Investigator In Charge (IIC): Howard D Plagens

Adopted Date: 05/06/2009

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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