



National Transportation Safety Board Aviation Accident Final Report

Location:	Homedale, ID	Accident Number:	WPR13CA395
Date & Time:	09/01/2013, 0830 MDT	Registration:	N212G
Aircraft:	BEECH C-50	Aircraft Damage:	Substantial
Defining Event:	Loss of lift	Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The pilot reported that this was the first time landing his multi-engine airplane on his private grass airstrip. The flight handbook revealed that the required landing distance was about equal to the full length of the runway. The pilot reported performing a stabilized approach, with an intended touchdown point 200 feet down the runway. As he approached short final, the airplane began to sink, and he increased engine power. This did not arrest the descent, so he applied full engine power; however, the airplane touched down short of the runway and struck a fence post with the left wing, which resulted in substantial damage. The pilot reported no mechanical malfunctions or failures with the airframe or engine that would have precluded normal operation, and further stated that the accident could have been avoided if he had performed a go-around at the first indication of altitude loss.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:
The pilot's delayed action to arrest a loss of altitude on short final, which resulted in a loss of aircraft control and collision with a fence post.

Findings

Aircraft	Directional control - Not attained/maintained (Cause)
Personnel issues	Delayed action - Pilot (Cause) Aircraft control - Pilot (Cause)
Environmental issues	Fence/fence post - Contributed to outcome

Factual Information

History of Flight

Approach-VFR pattern final	Loss of lift (Defining event) Attempted remediation/recovery
Landing	Collision with terr/obj (non-CFIT)

Pilot Information

Certificate:	Airline Transport; Commercial; Flight Engineer	Age:	79
Airplane Rating(s):	Multi-engine Land; Multi-engine Sea; Single-engine Land; Single- engine Sea	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 With Waivers/Limitations	Last Medical Exam:	08/15/2012
Occupational Pilot:	No	Last Flight Review or Equivalent:	07/13/2013
Flight Time:	25000 hours (Total, all aircraft), 600 hours (Total, this make and model), 15000 hours (Pilot In Command, all aircraft), 5 hours (Last 90 days, all aircraft), 3 hours (Last 30 days, all aircraft), 0.3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	BEECH	Registration:	N212G
Model/Series:	C-50	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	CH-331
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	06/15/2013, Annual	Certified Max Gross Wt.:	4754 lbs
Time Since Last Inspection:	5 Hours	Engines:	2 Reciprocating
Airframe Total Time:	5720 Hours	Engine Manufacturer:	LYCOMING
ELT:	C126 installed, not activated	Engine Model/Series:	GO-480 SERIES
Registered Owner:	BAILEY ORIN A	Rated Power:	295 hp
Operator:	BAILEY ORIN A	Air Carrier Operating Certificate:	None

Meteorological Information and Flight Plan

Observation Facility, Elevation:	KMAN, 2537 ft msl	Observation Time:	0835 MDT
Distance from Accident Site:	27 Nautical Miles	Condition of Light:	Day
Direction from Accident Site:	90°	Conditions at Accident Site:	Visual Conditions
Lowest Cloud Condition:	Few / 5000 ft agl	Temperature/Dew Point:	8°C / 7°C
Lowest Ceiling:	Broken / 7000 ft agl	Visibility	10 Miles
Wind Speed/Gusts, Direction:	5 knots, 280°	Visibility (RVR):	
Altimeter Setting:	30.02 inches Hg	Visibility (RVV):	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Nampa, ID (KMAN)	Type of Flight Plan Filed:	None
Destination:	Homedale, ID (PVT)	Type of Clearance:	None
Departure Time:	0810 MDT	Type of Airspace:	Class E

Airport Information

Airport:	Private (PVT)	Runway Surface Type:	Grass/turf
Airport Elevation:	2427 ft	Runway Surface Condition:	Dry
Runway Used:	22	IFR Approach:	None
Runway Length/Width:	1400 ft / 75 ft	VFR Approach/Landing:	Full Stop; Traffic Pattern

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	Elliott Simpson	Adopted Date:	12/19/2013
Additional Participating Persons:	Patrick L Darling; Federal Aviation Administration FSDO; Boise, ID		
Publish Date:	12/19/2013		
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
Investigation Docket:	http://dms.ntsb.gov/pubdms/search/dockList.cfm?mKey=87934		

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