



# National Transportation Safety Board Aviation Accident Data Summary

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<b>Location:</b>	Homedale, ID	<b>Accident Number:</b>	WPR13CA395
<b>Date &amp; Time:</b>	09/01/2013, 0830 MDT	<b>Registration:</b>	N212G
<b>Aircraft:</b>	BEECH C-50	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## 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.

## Flight Events

Approach-VFR pattern final - Loss of lift  
Approach-VFR pattern final - Attempted remediation/recovery  
Landing - 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 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-Aircraft oper/perf/capability-Performance/control parameters-Directional control-Not attained/maintained - C

Personnel issues-Action/decision-Action-Delayed action-Pilot - C

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

Environmental issues-Physical environment-Object/animal/substance-Fence/fence post-Contributed to outcome

## Pilot Information

<b>Certificate:</b>	Airline Transport; Commercial; Flight Engineer	<b>Age:</b>	79
<b>Airplane Rating(s):</b>	Multi-engine Land; Multi-engine Sea; Single-engine Land; Single-engine Sea	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	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

<b>Aircraft Manufacturer:</b>	BEECH	<b>Registration:</b>	N212G
<b>Model/Series:</b>	C-50	<b>Engines:</b>	2 Reciprocating
<b>Operator:</b>	BAILEY ORIN A	<b>Engine Manufacturer:</b>	LYCOMING
<b>Air Carrier Operating Certificate:</b>	None	<b>Engine Model/Series:</b>	GO-480 SERIES
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Observation Facility, Elevation:</b>	KMAN, 2537 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Lowest Ceiling:</b>	Broken / 7000 ft agl
<b>Condition of Light:</b>	Day	<b>Wind Speed/Gusts, Direction:</b>	5 knots, 280°
<b>Temperature:</b>	8°C / 7°C	<b>Visibility:</b>	10 Miles
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Nampa, ID (KMAN)	<b>Destination:</b>	Homedale, ID (PVT)

## Airport Information

<b>Airport:</b>	Private (PVT)	<b>Runway Surface Type:</b>	Grass/turf
<b>Runway Used:</b>	22	<b>Runway Surface Condition:</b>	Dry
<b>Runway Length/Width:</b>	1400 ft / 75 ft		

## 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

## Administrative Information

Investigator In Charge (IIC):	Elliott Simpson	Adopted Date:	12/19/2013
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
Investigation Docket:	<a href="http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=87934">http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=87934</a>		

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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.