



National Transportation Safety Board Aviation Accident Data Summary

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|--------------------------------|--------------------------------------|-------------------------|------------|
| Location: | Wetumpka, AL | Accident Number: | ERA15CA176 |
| Date & Time: | 04/03/2015, 2015 CDT | Registration: | N9172Q |
| Aircraft: | BEECH V35B | Injuries: | 1 Serious |
| Flight Conducted Under: | Part 91: General Aviation - Personal | | |

Analysis

The pilot reported that he was landing his airplane at night and mistook the hangar lights for runway lights. The airplane struck trees on the final approach, then the ground before coming to rest, inverted. The pilot said that, in retrospect, he was on the incorrect radio frequency when he attempted to turn on the pilot-activated runway lights. A Federal Aviation Administration inspector examined the wreckage and reported that the airplane sustained substantial damage. The pilot reported that there were no mechanical problems with the airplane at the time of the accident. The runway lights operated normally after the accident.

Flight Events

Approach-VFR pattern final - Controlled flight into terr/obj (CFIT)
Uncontrolled descent - 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 use of an incorrect radio frequency when attempting to turn on the runway lights, resulting in an attempt to land the airplane while aligned with airport hangar lights.

Findings

Aircraft-Aircraft oper/perf/capability-Performance/control parameters-Descent/approach/glide path-Not attained/maintained - C
Personnel issues-Task performance-Use of equip/info-Use of equip/system-Pilot - C
Environmental issues-Conditions/weather/phenomena-Light condition-Dark-Contributed to outcome
Environmental issues-Physical environment-Runway/land/takeoff/taxi surface-(general)-Effect on operation

Pilot Information

| | | | |
|----------------------------------|---|------------------------------|----------|
| Certificate: | Private | Age: | 77 |
| Airplane Rating(s): | Multi-engine Land; Single-engine Land | Instrument Rating(s): | Airplane |
| Other Aircraft Rating(s): | None | Instructor Rating(s): | None |
| Flight Time: | 3326 hours (Total, all aircraft), 1909 hours (Total, this make and model), 10 hours (Last 90 days, all aircraft), 8 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft) | | |

Aircraft and Owner/Operator Information

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|---|--------------------------------------|-----------------------------|-----------------|
| Aircraft Manufacturer: | BEECH | Registration: | N9172Q |
| Model/Series: | V35B | Engines: | 1 Reciprocating |
| Operator: | POWER DANIEL N | Engine Manufacturer: | Continental |
| Air Carrier Operating Certificate: | None | Engine Model/Series: | IO-520 Series |
| Flight Conducted Under: | Part 91: General Aviation - Personal | | |

Meteorological Information and Flight Plan

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|---|----------------------------------|-------------------------------------|------------------------------|
| Observation Facility, Elevation: | MGM, 221 ft msl | Weather Information Source: | Weather Observation Facility |
| Conditions at Accident Site: | Visual Conditions | Lowest Ceiling: | None |
| Condition of Light: | Night/Dark | Wind Speed/Gusts, Direction: | 9 knots/ 18 knots, 200° |
| Temperature: | 25°C / 16°C | Visibility | 10 Miles |
| Precipitation and Obscuration: | No Obscuration; No Precipitation | | |
| Departure Point: | Galveston, TX (GLS) | Destination: | Wetumpka, AL (08A) |

Airport Information

| | | | |
|-----------------------------|---------------------|----------------------------------|---------|
| Airport: | Wetumpka Muni (08A) | Runway Surface Type: | Asphalt |
| Runway Used: | 27 | Runway Surface Condition: | Unknown |
| Runway Length/Width: | 3011 ft / 80 ft | | |

Wreckage and Impact Information

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|----------------------------|-----------|----------------------------|-------------|
| Crew Injuries: | 1 Serious | Aircraft Damage: | Substantial |
| Passenger Injuries: | N/A | Aircraft Fire: | None |
| Ground Injuries: | N/A | Aircraft Explosion: | None |

Administrative Information

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|--------------------------------------|---|----------------------|------------|
| Investigator In Charge (IIC): | Ralph E Hicks | Adopted Date: | 08/11/2015 |
| Note: | This accident report documents the factual circumstances of this accident as described to the NTSB. | | |
| Investigation Docket: | http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=90988 | | |

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.