



National Transportation Safety Board Aviation Accident Final Report

Location:	Maryville, MO	Accident Number:	GAA16CA357
Date & Time:	07/01/2016, 1912 CDT	Registration:	N8704M
Aircraft:	BEECH 23	Aircraft Damage:	Substantial
Defining Event:	Controlled flight into terr/obj (CFIT)	Injuries:	2 Minor
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The pilot reported that on final approach to runway 17, he was "distracted" by the runway composition and dimensions. The pilot reported that he identified the high tension power lines just before impact. He recalled that when he saw the power lines he "pulled up" in an attempt to climb, however it was too late, the propeller and engine cowl struck the power lines and the airplane slid down the power line wires toward the ground and came to rest in a corn field. The airplane sustained substantial damage to the fuselage aft of the cabin, and the empennage.

The pilot reported that there were no mechanical failures or anomalies with any portion of the airplane during the flight that would have prevented normal flight operations.

The Airport/Facility Directory states the dimensions and composition of the runway, displaced threshold and the high tension power lines as:

The first 630 feet of the runway is gravel and turf, and the width is 60 feet. The next 1300 feet of runway is a 14 foot wide section of concrete with 18 feet of turf on both sides of the concrete. The final 1120 feet of runway is a 12 to 25 foot wide section of gravel and asphalt chips, with 12.5 to 17.5 feet of turf on both sides of the gravel and asphalt chips. The displaced threshold is marked with 5 tires on each side of the runway. High tension power line wires are about 1200 feet north of the runway threshold and do not have any safety markings. The power lines that the airplane struck intersect and cross the approach end of runway 17 at approximately 30 degrees. Furthermore, the power lines are depicted on the FAA Aeronautical Chart for the airport.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The pilot's failure to see and avoid power lines on approach during landing, resulting a power line strike, uncontrolled descent, and collision with terrain. Contributing to the accident was the pilot's inadequate pre-flight planning.

Findings

Aircraft	Altitude - Not attained/maintained (Cause)
Personnel issues	Monitoring environment - Pilot (Cause) Flight planning/navigation - Pilot (Factor)
Environmental issues	Wire - Effect on equipment (Cause)

Factual Information

History of Flight

Approach-VFR pattern final	Attempted remediation/recovery Controlled flight into terr/obj (CFIT) (Defining event)
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Pilot Information

Certificate:	Private	Age:	62, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Lap Only
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:	01/22/2016
Occupational Pilot:	No	Last Flight Review or Equivalent:	12/23/2014
Flight Time:	(Estimated) 463 hours (Total, all aircraft), 52 hours (Total, this make and model), 233 hours (Pilot In Command, all aircraft), 52 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	BEECH	Registration:	N8704M
Model/Series:	23 NO SERIES	Aircraft Category:	Airplane
Year of Manufacture:	1963	Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	M-488
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	11/23/2015, Annual	Certified Max Gross Wt.:	2302 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	3356.6 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	0-320-D2A
Registered Owner:	On file	Rated Power:	160 hp
Operator:	On file	Air Carrier Operating Certificate:	None

Meteorological Information and Flight Plan

Observation Facility, Elevation:	KFNB, 980 ft msl	Observation Time:	2353 UTC
Distance from Accident Site:	38 Nautical Miles	Condition of Light:	Day
Direction from Accident Site:	247°	Conditions at Accident Site:	Visual Conditions
Lowest Cloud Condition:	Clear	Temperature/Dew Point:	24° C / 12° C
Lowest Ceiling:	None	Visibility	10 Miles
Wind Speed/Gusts, Direction:	5 knots, 100°	Visibility (RVR):	
Altimeter Setting:	30.06 inches Hg	Visibility (RVV):	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	CENTERVILLE, IA (TVK)	Type of Flight Plan Filed:	None
Destination:	Marryville, MO (78Y)	Type of Clearance:	None
Departure Time:	1830 CDT	Type of Airspace:	Class G

Airport Information

Airport:	RANKIN (78Y)	Runway Surface Type:	Concrete; Gravel
Airport Elevation:	976 ft	Runway Surface Condition:	Dry
Runway Used:	17	IFR Approach:	None
Runway Length/Width:	3050 ft / 25 ft	VFR Approach/Landing:	Forced Landing; Full Stop; Traffic Pattern

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Minor		

Administrative Information

Investigator In Charge (IIC):	Michael A Hicks	Adopted Date:	12/05/2016
Additional Participating Persons:	David E Wood; FAA; Kansas City, MO David Plum; FAA; Kansas City, MO		
Publish Date:	12/05/2016		
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=93536		

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