



National Transportation Safety Board Aviation Accident Final Report

Location:	Apopka, FL	Accident Number:	GAA16CA475
Date & Time:	09/10/2016, 1530 EDT	Registration:	N369CD
Aircraft:	BEECH 200	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The pilot of a multi-engine turboprop airplane reported that during the landing flare he encountered a crosswind gust, which pushed the airplane to the right of the runway centerline. The pilot further reported that he applied power to abort the landing, but the airplane touched down in the grass to the right of the runway. After the wheels touched down in the grass, he reported that the power added "caught up with the aircraft," but the airplane was rolling toward trees and hangars. Subsequently, the pilot pulled the power to idle, but the right wing impacted a tree and the right main landing gear and nose wheel collapsed. A post-crash fire ensued after the collision and the right wing sustained substantial damage.

The pilot reported no preaccident mechanical malfunctions or failures with the airplane that would have precluded normal operation.

There was no record of the observed weather at the airport during the accident. An automated weather observing system about 14 nautical miles from the accident airport, near the time of the accident, recorded the wind variable at 5 knots.

Probable Cause and Findings

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

The pilot's failure to maintain directional control during an attempted aborted landing in gusty crosswind conditions, which resulted in a runway excursion and an impact with a tree.

Findings

Aircraft	Directional control - Not attained/maintained (Cause)
Personnel issues	Aircraft control - Pilot (Cause)
Environmental issues	Crosswind - Ability to respond/compensate Crosswind - Effect on equipment Gusts - Effect on equipment Tree(s) - Contributed to outcome

Factual Information

History of Flight

Landing-flare/touchdown	Other weather encounter
Landing-aborted after touchdown	Loss of control on ground (Defining event) Runway excursion Collision with terr/obj (non-CFIT)

Pilot Information

Certificate:	Private	Age:	71, Male
Airplane Rating(s):	Multi-engine Land; 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 FAA Medical Exam:	06/11/2015
Occupational Pilot:	No	Last Flight Review or Equivalent:	04/18/2016
Flight Time:	(Estimated) 5000 hours (Total, all aircraft), 50 hours (Total, this make and model), 20 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N369CD
Model/Series:	200 UNDESIGNAT	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	BB110
Landing Gear Type:	Retractable - Tricycle	Seats:	10
Date/Type of Last Inspection:	06/01/2016, Unknown	Certified Max Gross Wt.:	12500 lbs
Time Since Last Inspection:		Engines:	2 Turbo Prop
Airframe Total Time:	10321.7 Hours as of last inspection	Engine Manufacturer:	Pratt & Whitney
ELT:	Installed	Engine Model/Series:	PT6A-41
Registered Owner:	HURRICANE JOAQUIN LLC.	Rated Power:	500 hp
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	KLEE, 75 ft msl	Distance from Accident Site:	14 Nautical Miles
Observation Time:	1853 UTC	Direction from Accident Site:	330°
Lowest Cloud Condition:	Clear	Visibility	10 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	Light and Variable /	Turbulence Type Forecast/Actual:	/ None
Wind Direction:	Variable	Turbulence Severity Forecast/Actual:	/ N/A
Altimeter Setting:	30.06 inches Hg	Temperature/Dew Point:	34° C / 22° C
Precipitation and Obscuration:			
Departure Point:	MARATHON, FL (MTH)	Type of Flight Plan Filed:	VFR
Destination:	Apopka, FL (X04)	Type of Clearance:	VFR Flight Following
Departure Time:	1415 EDT	Type of Airspace:	Class G

Airport Information

Airport:	ORLANDO APOPKA (X04)	Runway Surface Type:	Asphalt
Airport Elevation:	150 ft	Runway Surface Condition:	Dry
Runway Used:	15	IFR Approach:	None
Runway Length/Width:	3987 ft / 60 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:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	28.708889, -81.583056 (est)

Administrative Information

Investigator In Charge (IIC):	Adam M Gerhardt	Report Date:	12/05/2016
Additional Participating Persons:	Don Andrews; FAA; Orlando, FL		
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.nts.gov/pubdms/search/dockList.cfm?mKey=93992		

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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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).