

Piston Beechcraft Accidents 12/27/2018 through 12/31/2018

Official information from FAA and NTSB sources (unless otherwise noted). Editorial comments (contained in parentheses), year-to-date summary and closing comments are those of the author. All information is preliminary and subject to change. Comments are meant solely to enhance flying safety. Please use these reports to help you more accurately evaluate the potential risks when you make your own decisions about how and when to fly. © 2019 Mastery Flight Training, Inc. All Rights Reserved

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NTSB Updates

Received after the end of the U.S. Federal Government shutdown in February

12/6 [A36TC engine failure](#) at Los Banos, California. From the NTSB:

On December 6, 2018, at 1230 Pacific standard time, a Beech A36TC airplane, N361TC, collided with a fence following a loss of engine power while on approach for landing at Los Banos Municipal Airport (LSN), Los Banos, California. The private pilot was not injured. The airplane sustained substantial damage to the tail section. Visual meteorological conditions prevailed at the time of the accident and no flight plan had been filed. The flight originated from Reid-Hillview Airport (RHV), San Jose, California at 1145.

According to the pilot, prior to departure from RHV he fueled the main fuel tanks and had 35 gallons of useable fuel on board. While en route, the pilot planned to practice flight maneuvers, and then practice landings at LSN. The pilot reported that he entered the downwind for runway 32, and as he made the left base turn, the engine began to sputter and lose power. The pilot turned toward the runway and tried to maintain clearance from trees located on the outside of the airport perimeter fence, however, the propeller and landing gear struck the fence. The airplane came to rest upright about 5 ft from the runway edge.

Change "Landed short/Collision with obstacle on final approach" to "Engine failure during approach/landing", and change "Weather unknown" to "VMC". Assuming the reported 35 gallons of fuel on board was evenly distributed between the main wing tanks, and using the rule of thumb that an A36TC will burn 20 to 25 gallons in the first hour of flight [assuming a leaned cruise setting plus high fuel flow for takeoff and climb], it's possible that one wing tank was depleted to the point of fuel starvation during the turn to base, especially if that turn was uncoordinated. Regardless of the cause, this serves as a reminder that most of us probably fly our patterns far too far from the runway, leaving us outside of gliding range in the unlikely event of engine power loss in the pattern).

12/25 [fatal 58P crash](#) at Sioux Falls, South Dakota. From the NTSB:

On December 25, 2018, about 1703 central standard time, a Beech 58P, N6745V, was destroyed when it impacted structures and terrain 3 miles south of the Sioux Falls Regional Airport (FSD), Sioux Falls, South Dakota. A post impact fire ensued. The pilot and passenger were fatally injured. Instrument meteorological conditions prevailed and an instrument flight rules (IFR) flight plan was filed for the flight. The flight originated from Gerald R. Ford International Airport (GRR), Grand Rapids, Michigan, about 1407 and was en route to Marv Skie-Lincoln County Airport (Y14), Tea, South Dakota.

According to the Federal Aviation Administration (FAA), the pilot was cleared for the area navigation approach (RNAV) to runway 33. The pilot stated that he wanted to "break off the approach" and land at Y14. The pilot was advised that FSD was IFR and he acknowledged. According to a preliminary review of radar data provided by the FAA, the airplane continued the approach; however, the airplane did not stop descending and the controller advised the pilot that the airplane's altitude was low. There were no further communications received from the pilot and radar contact was lost.

Change "Crash/Unknown" to "Controlled Flight into Terrain: Descent below minimums during an approach in IMC" during an apparent attempt to break off from an approach into one airport and fly visually to another nearby airport.

2018 SUMMARY: Reported Beechcraft piston mishaps, 2018:

Total reported: 147 reports

Environment: (Note: FAA preliminary reports no longer report weather conditions)

Operation in VMC: 75 reports
Operation in IMC: 7 reports
Weather "unknown" or "not reported": 65 reports
Operation at night: 12 reports

Most Serious Injury

"Serious" injury accidents (not involving fatalities): 6 reports
Fatal accidents: 20 reports

Aircraft damage

"Substantial" damage: 30 reports
Aircraft "destroyed": 24 reports

By Aircraft Type

Be35 Bonanza 35 reports
Be36 Bonanza 31 reports
Be58 Baron 19 reports
Be55 Baron 18 reports
Be33 Bonanza/Debonair 18 reports
Be76 Duchess 5 reports
Be23 Musketeer/Sundowner/Custom III 3 reports
Be24 Sierra 4 reports
Be17 Staggering 2 reports
Be45 (T-34) Mentor 2 reports
Be50 Twin Bonanza 2 reports
Be95 Travel Air 2 reports
Be60 Duke 1 report
Be77 Skipper 1 report

PRELIMINARY DETERMINATION OF CAUSE

(all subject to update per official findings):

Landing gear-related mishaps (51 reports)

Gear collapse during landing
(24 reports: two Be24s; two Be33s; two Be35s; six Be36s; Be45; eight Be55s; Be58; Be60; Be95)

Gear up landing
(18 reports: Be33; six Be35s; three Be36s; three Be55s; three Be58s; two Be76s)

Gear up landing/known mechanical failure
(4 reports: Be33; Be35; Be55; Be76)

Gear collapse during takeoff
(2 reports: both Be35s)

Pilot inadvertently retracted gear during landing (1 report: Be35)

Settled after takeoff/gear up touchdown (1 report: Be35)

Gear collapse during touch-and-go (1 report: Be33)

Gear collapse during taxi (1 report: Be35)

Engine failure (32 reports)

Engine failure in flight
(12 reports: four Be33s; four Be35s; four Be36s)

Engine failure during takeoff/initial climb
(7 reports: two Be33s; Be35, three Be36s; Be77)

Catastrophic engine failure in flight
(3 reports: all Be36s)

Engine failure during approach/landing
(3 reports: all Be36s)

Engine fire in flight (1 report: Be50)

Rough running engine/forced landing (1 report: Be36)

Partial power loss immediately after takeoff (1 report: Be33)

Fuel starvation (1 report: Be35)

Fuel starvation/fuel selector mechanical failure (1 report: Be36)

Fuel exhaustion (1 report: Be33)

Engine failure/possible airframe ice or fuel vent ice 1 report: Be36)

Impact during landing (26 reports)

Hard landing
(6 reports: Be24; Be33; Be35; Be36; two Be55s)

Loss of directional control during landing
(5 reports: Be33; Be35; Be36; Be45; Be76)

Landed short/Collision with obstacle on final approach
(3 reports: Be33; Be35; two Be36s)

Loss of control during touch-and-go
(3 reports: Be17; Be23; Be24)

Landed long/runway overrun
(3 reports: two Be35s; Be58)

Propeller strike during landing
(2 reports: Be55; Be58)

Loss of control during landing/porpoising/Pilot-Induced Oscillation
(2 reports: Be23; Be58)

Loss of directional control during landing/Snow/Ice (1 report: Be36)

Runway overrun following door open just after takeoff (1 report: Be36)

Impact during takeoff (6 reports)

Loss of directional control during takeoff
(2 reports: Be35; Be36)

Runway overrun/delayed takeoff abort
(2 reports: Be35; Be58)

Collision with another aircraft on the runway (1 report: Be36)

Collision with animal on the runway (1 report: Be33)

Loss of control in flight (LOC-I) (5 reports)

- Loss of control/single engine go-around (1 report: Be95)
- Loss of Control/Attempted visual flight in IMC/night (1 report: Be35)
- Loss of control in maneuvering flight (1 report: Be76)
- Loss of control maneuvering in the traffic pattern (1 report: Be36)
- Loss of control in flight - Ice (1 report: Be55)

Miscellaneous (13 reports)

- Taxi into object/another aircraft
(6 reports: two Be35s; Be36; Be55; two Be58s)
- Bird strike
(2 reports: both Be58s)
- Struck by taxiing aircraft
(2 reports: Be35; Be58)
- Fire/explosion in flight (1 report: Be58)
- Inflight control failure (1 report: Be35)
- Fire during taxi (1 report: Be35)

Controlled Flight into Terrain (3 reports)

- Airframe ice accumulation (1 report: Be33)
- Controlled descent into obstacles—low pass over runway to check landing gear position (1 report: Be35)
- Controlled Flight into Terrain: Descent below minimums during an approach in IMC. (1 report: Be58)

Control vibration/flutter (1 report)

- Vibration during descent, subsequently found tail damage (1 report: Be35)

Unknown (14 reports)

- Crash/Unknown
(10 reports: two Be33s; four Be35s; two Be36s; Be55; two Be58s)
- Forced landing/Unknown (1 report: Be33)
- Climb/Unknown (1 report: Be58)
- Approach/unknown (1 report: Be60)
- Emergency/unknown (1 report: Be35)

Recognize an N-number? Want to check on friends or family that may have been involved in a cited mishap? Click [here](#) to find the registered owner. Please accept my sincere personal condolences if you or anyone you know was involved in a mishap. I welcome your comments, suggestions and criticisms.

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