

Piston Beechcraft Accidents

End-of-Year 2020

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. ©2021 Mastery Flight Training, Inc. All Rights Reserved

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New 2020 reports

UPDATE 2: Added as of 13 January 2021

12/30 2133Z (1633 local Wednesday afternoon): While landing at Caldwell, New Jersey, a Be36 “left [the] runway surface while touching down and came to a stop in [the] grass.” The two aboard escaped injury, and airplane damage is “unknown”. N36JZ (E-3965) is a 2011 G36 registered in Wilmington, Delaware.

(“Loss of directional control during landing”)

New 2020 NTSB reports this week

Events previously reported in the Weekly Accident Update

12/12 fatal V35A inflight loss of control at Attalla, Alabama. There is the suggestion—but only a suggestions—that part of on ruddervator separated in flight. If so that may be indicative of overstress due to G load. From the report:

The pilot was flying from Kyle-Oakley Field Airport (CEY), Murray, Kentucky, to Merritt Island Airport (COI), Merritt Island, Florida. According to Federal Aviation Administration audio recordings and ADS-B data, the flight departed CEY under visual flight rules about 1131, and shortly after takeoff the pilot contacted Memphis Air Route Traffic Control Center to obtain an instrument flight rules (IFR) clearance. The flight was radar identified 2 miles south of CEY and was cleared to climb to 9,000 ft mean sea level (msl). The flight remained on a southerly heading until about 1133, then turned left to a southeasterly direction.

At 1236:35, the pilot established contact with Birmingham Air Traffic Control Tower and the controller issued the current altimeter. The airplane remained on a southeasterly heading at an altitude of 9,000 ft msl until about 1248:09, when it began a right descending turn that was not directed by the controller or announced by the pilot. At 1248:41, the airplane was at an altitude about 7,000 ft msl, the controller attempted to contact the airplane and the pilot replied, “yeah im with you im...;” however, the rest of the communication was unintelligible. The airplane completed a 360° right turn and at 1248:47, while flying about 5,500 ft msl, it continued the right descending turn; however, the radius of the turn decreased. The controller broadcast that radar contact with the airplane was lost, but there were no further communications from the pilot. The last ADS-B target at 1248:54 recorded the airplane over a wooded area at an altitude about 3,600 ft msl.

The airplane impacted an open field about 1,260 ft northeast from the last ADS-B target. The airplane was heavily fragmented. Both stabilizers and ruddervator trim tabs, and pieces of both ruddervators were found near the main wreckage; the tip of one ruddervator was not located.

2020 SUMMARY: Reported Beechcraft piston mishaps, 2020:

Total reported: 136 reports

Environment:

Operation in VMC: 68 reports

Operation in IMC: 1 report

Weather “unknown” or “not reported”: 68 reports

Operation at night: 11 reports

Most Serious Injury

“Serious” injury accidents (not involving fatalities): 4 reports
Fatal accidents: 14 reports

Aircraft damage

“Substantial” damage: 26 reports
Aircraft “destroyed”: 21 reports

BEECH AERO CLUB Series: 24 reports**By Aircraft Type**

Be23 Musketeer/Sundowner 11 reports
Be76 Duchess 6 reports
Be24 Custom III/Sierra 4 reports
Be77 Skipper 2 reports
Be19 Sport 1 report

Total reported 2020: 24 reports

Environment:

Operation in VMC: 13 reports
Operation in IMC: 0 reports
Weather “unknown” or “not reported”: 11 reports
Operation at night: 1 report

Most Serious Injury

“Serious” injury accidents (not involving fatalities): 1 report
Fatal accidents: 0 reports

Aircraft damage

“Substantial” damage: 8 reports
Aircraft “destroyed”: 1 report

PRELIMINARY DETERMINATION OF CAUSE

(all subject to update per official findings):

FATAL and SERIOUS INJURY EVENTS 1 reports**Engine failure in flight** 1 report

Engine failure in flight/known mechanical cause/cylinder separation 1 report (Be24)

OTHER EVENTS 23 reports**Impact during landing** 6 reports

Loss of directional control during landing
3 reports (all Be23s)

Landed short 1 report (Be23)

Landed long 1 report (Be23)

Loss of control during go-around/simulated single-engine flight 1 report (Be76)

Hard landing 1 report (Be19)

Landing gear related mishaps 5 reports

Gear up landing
4 reports (three Be24s; Be76)

Gear collapse during landing 1 report (Be76)

Engine failure 5 reports

Engine failure in flight
3 reports (three Be23s; Be77)

Engine failure during/immediately after takeoff 1 report (Be23)

Engine failure in flight/throttle linkage failure 1 report (Be23)

Impact during takeoff 2 report

Loss of directional control during takeoff 1 report (Be76)

Loss of directional control during takeoff/simulated engine failure 1 report (Be76)

Failure to attain climb/density altitude/Forced landing 1 report (Be23)

Miscellaneous 2 reports

Brake failure/taxiway excursion 1 report (Be23)

Collision with object during taxi 1 report (Be76)

Unknown 1 report

Collision with terrain/unknown 1 report (Be77)

BONANZA/BARON Series: 108 reports

By Aircraft Type

Be35 Bonanza 40 reports

Be36 Bonanza 33 reports

Be33 Debonair/Bonanza 13 reports

Be55 Baron 13 reports

Be58 Baron 7 reports

Be95 Travel Air 2 reports

Be56 Turbo Baron

Total reported 2020: 108 reports

Environment:

Operation in VMC: 52 reports

Operation in IMC: 1 report

Weather "unknown" or "not reported": 55 reports

Operation at night: 9 reports

Most Serious Injury

"Serious" injury accidents (not involving fatalities): 3 reports

Fatal accidents: 16 reports

Aircraft damage

"Substantial" damage: 16 reports

Aircraft "destroyed": 20 reports

PRELIMINARY DETERMINATION OF CAUSE

(all subject to update per official findings):

FATAL and SERIOUS INJURY EVENTS 17 reports

Engine failure 3 reports

Power loss during takeoff/pilot failed to abort takeoff 1 report (Be33)

Engine failure in flight—fuel loss in flight 1 report (Be33)

Fuel starvation 1 report (Be35)

Fuel exhaustion 1 report (Be36)

Midair collision 3 reports

Midair collision during formation flight
2 reports (both Be35s)

Midair collision in cruise flight. 1 report (Be95)

Impact during takeoff/initial climb 1 report

Failed to reject takeoff/failed to attain climb/runway overrun 1 report (Be36)

Loss of control inflight 1 report

Loss of control in flight/Attempted visual flight into known IMC 1 report (Be33)

Unknown causes 10 reports

Crash/unknown
5 reports (four Be35s; Be36)

Traffic pattern/unknown
2 reports (Be33; Be36)

Takeoff/unknown
2 reports (Be35; Be36)

Enroute/unknown 1 report (Be55)

OTHER EVENTS 83 reports

Landing gear-related mishaps 40 reports

Gear up landing
20 reports (four Be33s; nine Be35s; three Be36s; Be55; three Be58s)

Gear collapse during landing
15 reports (three Be33s; six Be35s; two Be36s; four Be55s)

Partial gear extension—mechanical failure
2 reports (Be36; Be95)

Gear collapse during landing/tow bar attached/nose gear damage 1 report (Be58)

Gear up landing/electrical failure in flight 1 report (Be36)

Gear up landing/electrical failure, gear crank inaccessible 1 report (Be36)

Gear collapse/electrical failure/incomplete manual extension 1 report (Be55)

Engine failure 17 reports

Engine failure in flight
9 reports (six Be35s; three Be36s)

Fuel starvation
2 reports (both Be35s)

Engine failure during/immediately after takeoff
2 reports (both Be36s)

Engine failure in flight/known mechanical cause/cylinder separation 1 report (Be35)

Engine failure in flight/suspected valve failure 1 report (Be35)

Engine failure on final approach 1 report (Be35)

Engine failure in flight/known mechanical cause/suspected crankshaft failure 1 report (Be35)

Impact during landing 13 reports

Landed long/runway overrun
4 reports (two Be35s; two Be36s)

Hard landing
2 reports (Be36; Be58)

Collision with object/animal during landing
2 reports (Be36; Be55)

Loss of directional control during landing
2 reports (Be36; Be55)

Blown tire during landing/runway excursion 1 report (Be33)

Collision with object/attempted landing on closed runway 1 report (Be36)

Loss of directional control during rejected landing 1 report (Be55)

Impact during takeoff 4 reports

Loss of directional control during takeoff
3 reports (Be35; two Be36s)

Loss of directional control during takeoff/door open during takeoff 1 report (Be55)

Miscellaneous/Unknown 12 reports

Bird strike on final approach
3 reports (all Be36s)

Collision with object during taxi
3 reports (Be33; Be55; Be58)

Taxiway excursion/collision with obstacle 1 report (Be36)

Electrical fire/precautionary gear up landing 1 report (Be33)

Electrical system failure in flight/off-airport landing 1 report (Be35)

Blown tire during landing 1 report (Be58)

Bird strike in cruise flight 1 report (Be55)

Crash/unknown 1 report (Be35)

MISCELLANEOUS Models: 6 reports

Be50 Twin Bonanza 2 reports

Be60 Duke 2 reports

Be45 Mentor/T-34 1 report

Be65 Queen Air 1 report

Be17 Staggerwing

Be18 Twin Beech/Expeditor/Kansan

Total reported 2020: 6 reports

Environment:

Operation in VMC: 3 reports

Operation in IMC: 0 reports

Weather “unknown” or “not reported”: 3 reports

Operation at night: 1 report

Most Serious Injury

“Serious” injury accidents (not involving fatalities): 1 report

Fatal accidents: 0 reports

Aircraft damage

“Substantial” damage: 1 report

Aircraft “destroyed”: 0 reports

PRELIMINARY DETERMINATION OF CAUSE

(all subject to update per official findings):

FATAL and SERIOUS INJURY EVENTS 1 report

Engine failure 1 report

Fuel exhaustion—dual engine failure in flight 1 report (Be60)

OTHER EVENTS 5 reports

Engine failure 2 reports

Engine failure in flight 1 report (Be45)

Engine failure on final approach 1 report (Be50)

Landing gear related mishaps

Gear collapse during landing 1 report (Be60)

Impact during takeoff

Runway excursion/rejected takeoff 1 report (Be65)

Miscellaneous

Bird strike 1 report (Be50)

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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