



# Aviation Investigation Final Report

<b>Location:</b>	Hastings, Nebraska	<b>Accident Number:</b>	GAA18CA167
<b>Date &amp; Time:</b>	March 16, 2018, 07:50 Local	<b>Registration:</b>	N213AV
<b>Aircraft:</b>	Beech C99	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Abnormal runway contact	<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 135: Air taxi & commuter - Non-scheduled		

## Analysis

According to the operator's director of safety, during landing in gusty crosswind conditions, the multi-engine, turbine-powered airplane bounced. The airplane then touched down a second time left of the runway centerline. "Recognizing their position was too far left," the flight crew attempted a go-around. However, both engines were almost at idle and "took time to spool back up." Without the appropriate airspeed, the airplane continued to veer to the left. A gust under the right wing "drove" the left wing into the ground. The airplane continued across a grass field, the nose landing gear collapsed, and the airplane slid to a stop.

The airplane sustained substantial damage to the fuselage and left wing.

The director of safety reported that there were no preaccident mechanical failures or malfunctions with the airplane that would have precluded normal operation.

The automated weather observation system located at the accident airport reported that, about the time of the accident, the wind was from 110° at 21 knots, gusting to 35 knots. The pilot landed on runway 04.

The Beechcraft airplane flight manual states the max demonstrated crosswind is 25 knots.

Based on the stated wind conditions, the calculated crosswind component was 19 to 33 knots.

## Probable Cause and Findings

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

The pilot's decision to land in a gusty crosswind that exceeded the airplane's maximum demonstrated crosswind and resulted in a runway excursion.

## Findings

<b>Aircraft</b>	Directional control - Attain/maintain not possible
<b>Personnel issues</b>	Decision making/judgment - Pilot
<b>Personnel issues</b>	Aircraft control - Pilot
<b>Environmental issues</b>	Gusts - Decision related to condition
<b>Environmental issues</b>	Crosswind - Decision related to condition
<b>Environmental issues</b>	Crosswind - Effect on operation
<b>Environmental issues</b>	Gusts - Effect on operation

## Factual Information

### History of Flight

Landing-flare/touchdown	Abnormal runway contact (Defining event)
Landing-flare/touchdown	Attempted remediation/recovery
Landing-landing roll	Runway excursion
Landing-landing roll	Landing gear collapse
Landing-landing roll	Nose over/nose down

### Pilot Information

Certificate:	Commercial; Flight instructor	Age:	60,Female
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	4-point
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine; Instrument airplane	Toxicology Performed:	No
Medical Certification:	Class 2 With waivers/limitations	Last FAA Medical Exam:	April 26, 2017
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	November 16, 2017
Flight Time:	(Estimated) 6500 hours (Total, all aircraft), 1145 hours (Total, this make and model), 6300 hours (Pilot In Command, all aircraft), 110 hours (Last 90 days, all aircraft), 33 hours (Last 30 days, all aircraft)		

### Co-pilot Information

Certificate:	Commercial	Age:	31,Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	4-point
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 1 Without waivers/limitations	Last FAA Medical Exam:	November 27, 2017
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	February 15, 2018
Flight Time:	(Estimated) 853 hours (Total, all aircraft), 21 hours (Total, this make and model), 795 hours (Pilot In Command, all aircraft), 25 hours (Last 90 days, all aircraft), 25 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Beech	<b>Registration:</b>	N213AV
<b>Model/Series:</b>	C99	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	1983	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	U-213
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	March 14, 2018 Continuous airworthiness	<b>Certified Max Gross Wt.:</b>	11300 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	2 Turbo prop
<b>Airframe Total Time:</b>	17228.9 Hrs at time of accident	<b>Engine Manufacturer:</b>	P&W CANADA
<b>ELT:</b>	C91 installed	<b>Engine Model/Series:</b>	PT6A-36GG
<b>Registered Owner:</b>		<b>Rated Power:</b>	750 Horsepower
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	Commuter air carrier (135)
<b>Operator Does Business As:</b>	Ameriflight LLC	<b>Operator Designator Code:</b>	JIKA

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	KHSI, 1961 ft msl	<b>Distance from Accident Site:</b>	0 Nautical Miles
<b>Observation Time:</b>	12:53 Local	<b>Direction from Accident Site:</b>	175°
<b>Lowest Cloud Condition:</b>	Few / 1500 ft AGL	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	Broken / 3100 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	21 knots / 35 knots	<b>Turbulence Type Forecast/Actual:</b>	/ None
<b>Wind Direction:</b>	110°	<b>Turbulence Severity Forecast/Actual:</b>	/ N/A
<b>Altimeter Setting:</b>	29.51 inches Hg	<b>Temperature/Dew Point:</b>	6°C / 3°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	OMAHA, NE (OMA )	<b>Type of Flight Plan Filed:</b>	IFR
<b>Destination:</b>	Hastings, NE (HSI )	<b>Type of Clearance:</b>	IFR
<b>Departure Time:</b>	06:55 Local	<b>Type of Airspace:</b>	Air traffic control; Class E

## Airport Information

<b>Airport:</b>	HASTINGS MUNI HSI	<b>Runway Surface Type:</b>	Concrete
<b>Airport Elevation:</b>	1961 ft msl	<b>Runway Surface Condition:</b>	Wet
<b>Runway Used:</b>	04	<b>IFR Approach:</b>	RNAV
<b>Runway Length/Width:</b>	4501 ft / 75 ft	<b>VFR Approach/Landing:</b>	Full stop

## Wreckage and Impact Information

<b>Crew Injuries:</b>	2 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 None	<b>Latitude, Longitude:</b>	40.604167,-98.426391(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Swenson, Eric
<b>Additional Participating Persons:</b>	Robert L Markise; FAA; Lincoln, NE
<b>Original Publish Date:</b>	July 5, 2018
<b>Note:</b>	This accident report documents the factual circumstances of this accident as described to the NTSB.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=96891">https://data.nts.gov/Docket?ProjectID=96891</a>

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