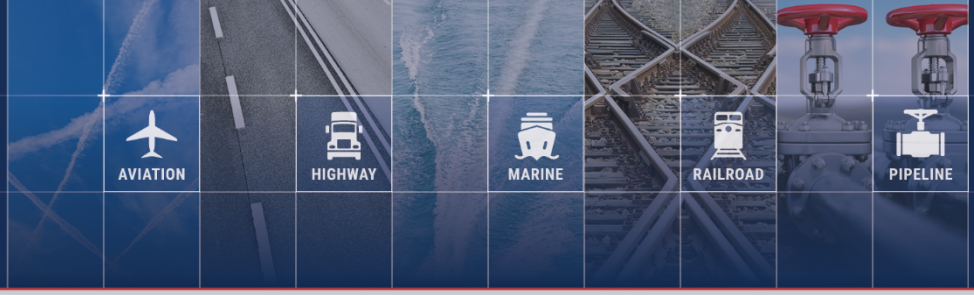

Aviation Investigation Final Report

Location:	Elizabethtown, North Carolina	**Accident Number:**	ERA24LA107
Date & Time:	February 1, 2024, 12:00 Local	**Registration:**	N6015U
Aircraft:	Beech C23	**Aircraft Damage:**	Substantial
Defining Event:	Loss of control on ground	**Injuries:**	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported following a cross-country flight he entered the traffic pattern for landing and noticed a left crosswind about 8 knots. He described the approach as normal, however; the touchdown was to the right of the centerline and the nosed yawed to the right during the roll out. The pilot attempted to maintain directional control with rudder application, but the airplane continued to veer off the runway to the right into a ditch and the right main landing gear collapsed.

A Federal Aviation Administration inspector observed no anomalies with flight control continuity during a postaccident examination of the airplane. The stabilator sustained substantial damage.

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 the landing roll in crosswind conditions, which resulted in a runway excursion, right main landing gear collapse, and a collision with a ditch.

Findings

Personnel issues	Aircraft control - Pilot
Aircraft	Directional control - Not attained/maintained
Environmental issues	Crosswind - Response/compensation

Factual Information

History of Flight

Landing-landing roll	Loss of control on ground (Defining event)
Landing-landing roll	Runway excursion
Landing-landing roll	Collision with terr/obj (non-CFIT)

Pilot Information

Certificate:	Private	**Age:**	24,Male
Airplane Rating(s):	Single-engine land	**Seat Occupied:**	Left
Other Aircraft Rating(s):	None	**Restraint Used:**	Unknown
Instrument Rating(s):	None	**Second Pilot Present:**	No
Instructor Rating(s):	None	**Toxicology Performed:**	
Medical Certification:	None None	**Last FAA Medical Exam:**	
Occupational Pilot:	No	**Last Flight Review or Equivalent:**	
Flight Time:	(Estimated) 40 hours (Total, all aircraft), 40 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	**Registration:**	N6015U
Model/Series:	C23 NO SERIES	**Aircraft Category:**	Airplane
Year of Manufacture:	1979	**Amateur Built:**	
Airworthiness Certificate:	Normal	**Serial Number:**	M-2135
Landing Gear Type:	Tricycle	**Seats:**	4
Date/Type of Last Inspection:	Unknown	**Certified Max Gross Wt.:**	2450 lbs
Time Since Last Inspection:		**Engines:**	1 Reciprocating
Airframe Total Time:		**Engine Manufacturer:**	LYCOMING
ELT:	Installed, not activated	**Engine Model/Series:**	O&VO-360 SER
Registered Owner:	N6015U LLC	**Rated Power:**	180 Horsepower
Operator:	On file	**Operating Certificate(s) Held:**	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	**Condition of Light:**	Day
Observation Facility, Elevation:	EYF,133 ft msl	**Distance from Accident Site:**	0 Nautical Miles
Observation Time:	12:10 Local	**Direction from Accident Site:**	80°
Lowest Cloud Condition:	Clear	**Visibility**	10 miles
Lowest Ceiling:	None	**Visibility (RVR):**	
Wind Speed/Gusts:	/	**Turbulence Type Forecast/Actual:**	None / None
Wind Direction:		**Turbulence Severity Forecast/Actual:**	N/A / N/A
Altimeter Setting:	30.13 inches Hg	**Temperature/Dew Point:**	12°C / 3°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Pinehurst, NC (SOP)	**Type of Flight Plan Filed:**	None
Destination:	Elizabethtown, NC	**Type of Clearance:**	None
Departure Time:	11:33 Local	**Type of Airspace:**	Class G

Airport Information

Airport:	CURTIS L BROWN JR FLD EYF	**Runway Surface Type:**	Asphalt
Airport Elevation:	131 ft msl	**Runway Surface Condition:**	Dry
Runway Used:	15/33	**IFR Approach:**	None
Runway Length/Width:	5006 ft / 75 ft	**VFR Approach/Landing:**	Full stop

Wreckage and Impact Information

Crew Injuries:	1 None	**Aircraft Damage:**	Substantial
Passenger Injuries:	N/A	**Aircraft Fire:**	None
Ground Injuries:	N/A	**Aircraft Explosion:**	None
Total Injuries:	1 None	**Latitude, Longitude:**	34.601816,-78.579276

Preventing Similar Accidents

Stay Centered (SA-060)

The Problem

Loss of control during landing is one of the leading causes of general aviation accidents and is often attributed to operational issues. Although most loss of control during landing accidents do not result in serious injuries, they typically require extensive airplane repairs and may involve potential damage to nearby objects such as fences, signs, and lighting. Often, wind plays a role in these accidents. Landing in a crosswind presents challenges for pilots of all experience levels. Other wind conditions, such as gusting wind, tailwind, variable wind, or wind shifts, can also interfere with pilots' abilities to land the airplane and maintain directional control.

What can you do?

- Evaluate your mental and physical fitness before each flight using the Federal Aviation Administration's (FAA) I'M SAFE Checklist. Being emotionally and physically ready will help you stay alert and potentially avoid common and preventable loss of control during landing accidents.
- Check wind conditions and forecasts often. Take time during every approach briefing to fully understand the wind conditions. Use simple rules of thumb to help (for example, if the wind direction is 30 degrees off the runway heading, the crosswind component will be half of the total wind velocity).
- Know your limitations and those of the airplane you are flying. Stay current and practice landings on different runways and during various wind conditions. If possible, practice with a flight instructor on board who can provide useful feedback and techniques for maintaining and improving your landing procedures.
- Prepare early to perform a go-around if the approach is not stabilized and does not go as planned or if you do not feel comfortable with the landing. Once you are airborne and stable again, you can decide to attempt to land again, reassess your landing runway, or land at an alternate airport. Incorporate go-around procedures into your recurrent training.
- During landing, stay aligned with the centerline. Any misalignment reduces the time available to react if an unexpected event such as a wind gust or a tire blowout occurs.
- Do not allow the airplane to touch down in a drift or in a crab. For airplanes with tricycle landing gear, do not allow the nosewheel to touch down first.
- Maintain positive control of the airplane throughout the landing and be alert for directional control difficulties immediately upon and after touchdown. A loss of

directional control can lead to a nose-over or ground loop, which can cause the airplane to tip or lean enough for the wing tip to contact the ground.
- Stay mentally focused throughout the landing roll and taxi. During landing, avoid distractions, such as conversations with passengers or setting radio frequencies.

See https://www.ntsb.gov/Advocacy/safety-alerts/Documents/SA-060.pdf for additional resources.

The NTSB presents this information to prevent recurrence of similar accidents. Note that this should not be considered guidance from the regulator, nor does this supersede existing FAA Regulations (FARs).

Administrative Information

Investigator In Charge (IIC):	Gerhardt, Adam
Additional Participating Persons:	Shane Graham; FAA/FSDO; Greensboro, NC
Original Publish Date:	June 13, 2024
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=193754