



AVIATION



HIGHWAY



MARINE



RAILROAD



PIPELINE

# Aviation Investigation Final Report

<b>Location:</b>	Texarkana, Arkansas	<b>Accident Number:</b>	CEN24LA069
<b>Date &amp; Time:</b>	December 18, 2023, 17:30 Local	<b>Registration:</b>	N4104X
<b>Aircraft:</b>	Aero Commander 100	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Collision with terr/obj (non-CFIT)	<b>Injuries:</b>	2 Minor
<b>Flight Conducted Under:</b>	Part 91: General aviation - Instructional		

## Analysis

The flight instructor, who was at the flight controls, and the student pilot departed runway 31 and entered the left traffic pattern. The instructor reported that during the pattern, he lost situational awareness and aligned the airplane on final approach for runway 4 with full flaps extended. Upon realizing his error, he applied full power and turned right to enter the downwind for runway 31, but he did not retract the flaps. The airplane was unable to climb and impacted a heavily wooded area. The airplane sustained substantial damage to both wings, fuselage, vertical stabilizer, and horizontal stabilizer.

The flight instructor reported that there were no mechanical failures or malfunctions with the airplane that would have precluded normal operation.

## Probable Cause and Findings

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

The pilot's improper decision to attempt a go-around with full flaps extended, which resulted in decreased climb performance and led to a collision with trees.

## Findings

<b>Aircraft</b>	Altitude - Not attained/maintained
<b>Aircraft</b>	Climb capability - Attain/maintain not possible
<b>Personnel issues</b>	Monitoring environment - Instructor/check pilot
<b>Personnel issues</b>	Incorrect action selection - Instructor/check pilot
<b>Personnel issues</b>	Decision making/judgment - Instructor/check pilot
<b>Environmental issues</b>	(general) - Ability to respond/compensate

## Factual Information

### History of Flight

Approach-VFR go-around	Attempted remediation/recovery
Approach-VFR go-around	Collision with terr/obj (non-CFIT) (Defining event)

### Pilot Information

Certificate:	Commercial; Flight instructor	Age:	74,Male
Airplane Rating(s):	Single-engine land; Multi-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):	Airplane single-engine	Toxicology Performed:	
Medical Certification:	Class 2 With waivers/limitations	Last FAA Medical Exam:	October 11, 2023
Occupational Pilot:	No	Last Flight Review or Equivalent:	July 30, 2023
Flight Time:	1394 hours (Total, all aircraft), 8 hours (Total, this make and model), 1114 hours (Pilot In Command, all aircraft), 45 hours (Last 90 days, all aircraft), 22 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

### Student pilot Information

Certificate:	Student	Age:	17,Male
Airplane Rating(s):	None	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	Lap only
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3 Without waivers/limitations	Last FAA Medical Exam:	November 5, 2023
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	7 hours (Total, all aircraft), 0 hours (Total, this make and model)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Aero Commander	<b>Registration:</b>	N4104X
<b>Model/Series:</b>	100	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	1968	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	201
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	February 15, 2023 Annual	<b>Certified Max Gross Wt.:</b>	2250 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	2066 Hrs at time of accident	<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	Installed, activated, aided in locating accident	<b>Engine Model/Series:</b>	O-320-A2B
<b>Registered Owner:</b>	On file	<b>Rated Power:</b>	150 Horsepower
<b>Operator:</b>	On file	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Dusk
<b>Observation Facility, Elevation:</b>	KTXK, 389 ft msl	<b>Distance from Accident Site:</b>	0 Nautical Miles
<b>Observation Time:</b>	17:48 Local	<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	5 knots / 0 knots	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	340°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30.22 inches Hg	<b>Temperature/Dew Point:</b>	12°C / -5°C
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	Texarkana, AR	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Texarkana, AR	<b>Type of Clearance:</b>	Unknown
<b>Departure Time:</b>		<b>Type of Airspace:</b>	Class D

## Airport Information

<b>Airport:</b>	Texarkana TXK	<b>Runway Surface Type:</b>	
<b>Airport Elevation:</b>	389 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>		<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>		<b>VFR Approach/Landing:</b>	Full stop

## Wreckage and Impact Information

<b>Crew Injuries:</b>	2 Minor	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	N/A	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 Minor	<b>Latitude, Longitude:</b>	33.453611,-93.990833

## Administrative Information

Investigator In Charge (IIC):	Abraham, Laura
Additional Participating Persons:	Bill Kelly; FAA; Little Rock, AR
Original Publish Date:	April 12, 2024
Last Revision Date:	
Investigation Class:	<a href="#">Class 4</a>
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	<a href="https://data.nts.gov/Docket?ProjectID=193544">https://data.nts.gov/Docket?ProjectID=193544</a>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).