



# Aviation Investigation Final Report

<b>Location:</b>	Somerset, Pennsylvania	<b>Accident Number:</b>	ERA24LA146
<b>Date &amp; Time:</b>	March 16, 2024, 15:02 Local	<b>Registration:</b>	N200AG
<b>Aircraft:</b>	Beech A23 24	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Loss of control on ground	<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Instructional		

## Analysis

The student pilot owned the airplane and was receiving instruction in it. The student pilot was attempting to land in a gusty wind on runway 25, a 5,002-ft-long, 75-ft-wide, asphalt runway. The airplane initially touched down on the runway, but then “ballooned” back into the air. The airplane subsequently drifted right off the runway and the student pilot attempted abort the landing; however, the airplane descended and struck a runway sign. It came to rest upright in a grass area between the runway and the taxiway. Postaccident examination of the wreckage revealed that the left flap and left main landing gear had separated. Additionally, the left wing and right elevator sustained substantial damage. The examination did not reveal evidence of any preimpact mechanical malfunctions. The recorded wind about the time of the accident was from 250° at 11 knots, gusting to 19 knots.

## Probable Cause and Findings

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

The student pilot’s failure to maintain directional control, and the flight instructor’s lack of remedial action during a landing attempt in a gusty wind, which resulted in a loss of directional control and runway excursion.

## Findings

<b>Personnel issues</b>	Aircraft control - Student/instructed pilot
<b>Personnel issues</b>	Lack of action - Instructor/check pilot
<b>Aircraft</b>	Directional control - Not attained/maintained

## Factual Information

### History of Flight

<b>Landing-flare/touchdown</b>	Hard landing
<b>Landing-flare/touchdown</b>	Loss of control on ground (Defining event)
<b>Landing-landing roll</b>	Runway excursion
<b>Landing-aborted after touchdown</b>	Collision with terr/obj (non-CFIT)

### Student pilot Information

<b>Certificate:</b>	Student	<b>Age:</b>	53,Male
<b>Airplane Rating(s):</b>		<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>		<b>Restraint Used:</b>	Lap only
<b>Instrument Rating(s):</b>		<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>		<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>	Class 3 With waivers/limitations	<b>Last FAA Medical Exam:</b>	September 14, 2023
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	32 hours (Total, all aircraft), 21 hours (Total, this make and model)		

### Flight instructor Information

<b>Certificate:</b>	Commercial; Flight instructor	<b>Age:</b>	45,Male
<b>Airplane Rating(s):</b>	Single-engine land; Single-engine sea; Multi-engine land	<b>Seat Occupied:</b>	Right
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Lap only
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	Airplane multi-engine; Airplane single-engine; Instrument airplane	<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>	Class 1 Without waivers/limitations	<b>Last FAA Medical Exam:</b>	December 18, 2023
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	April 10, 2023
<b>Flight Time:</b>	2115 hours (Total, all aircraft), 18 hours (Total, this make and model), 1803 hours (Pilot In Command, all aircraft), 118 hours (Last 90 days, all aircraft), 60 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Beech	<b>Registration:</b>	N200AG
<b>Model/Series:</b>	A23 24 NO SERIES	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	1967	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	MA-285
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	May 20, 2023 Annual	<b>Certified Max Gross Wt.:</b>	2550 lbs
<b>Time Since Last Inspection:</b>	80 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	4017 Hrs as of last inspection	<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	C91A installed, not activated	<b>Engine Model/Series:</b>	IO-360
<b>Registered Owner:</b>	On file	<b>Rated Power:</b>	200 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>	Day
<b>Observation Facility, Elevation:</b>	2G9,2275 ft msl	<b>Distance from Accident Site:</b>	0 Nautical Miles
<b>Observation Time:</b>	14:55 Local	<b>Direction from Accident Site:</b>	0°
<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>	11 knots / 19 knots	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	270°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29.79 inches Hg	<b>Temperature/Dew Point:</b>	9°C / 0°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Somerset, PA	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Somerset, PA	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>		<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	Somerset County Airport 2G9	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	2275 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	25	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	5002 ft / 75 ft	<b>VFR Approach/Landing:</b>	Forced landing;Full stop;Go around;Traffic pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	2 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	N/A	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>		<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 None	<b>Latitude, Longitude:</b>	40.038503,-79.015296

## Administrative Information

Investigator In Charge (IIC):	Gretz, Robert
Additional Participating Persons:	Brian Bihler; FAA/FSDO; Pittsburgh, PA
Original Publish Date:	May 29, 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=193967">https://data.nts.gov/Docket?ProjectID=193967</a>

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