



Aviation Investigation Final Report

Location:	Sidney, Ohio	Accident Number:	ERA24LA064
Date & Time:	December 12, 2023, 15:44 Local	Registration:	N6643H
Aircraft:	Beech A36	Aircraft Damage:	Substantial
Defining Event:	Hard landing	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The right seat pilot reported that after performing a preflight inspection, he anticipated the airplane would need to be refueled and subsequently left the fuel caps unlocked. After a discussion with the left seat pilot (who was acting as the pilot-in-command), they decided they would not need to refuel before the flight. Both pilots performed another walk around inspection and neither pilot noticed that the fuel caps remained unlocked.

Shortly after takeoff, the right seat pilot noticed that both fuel caps were not secure, and that fuel was escaping from both main fuel tanks. He elected to make return to the departure airport and land on the opposite direction runway. The pilots were both manipulating the controls when they landed the airplane “hard” on the main landing gear. The airplane then bounced and veered to the right of the runway, impacting a terminal sign and taxi light. The hard landing and subsequent runway excursion resulted in substantial damage to the wings and fuselage. The pilots reported that there were no preaccident mechanical malfunctions or failures 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 pilots’ improper landing flare, which resulted in a hard landing, runway excursion, and subsequent impact with a terminal sign and taxi light.

Findings

Aircraft	Landing flare - Not attained/maintained
Personnel issues	Aircraft control - Pilot

Factual Information

History of Flight

Landing-flare/touchdown	Hard landing (Defining event)
Landing-flare/touchdown	Landing gear collapse
Landing-landing roll	Runway excursion

Pilot Information

Certificate:	Private	Age:	73,Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	Lap only
Instrument Rating(s):	None	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	October 26, 2022
Occupational Pilot:	No	Last Flight Review or Equivalent:	May 12, 2022
Flight Time:	1341 hours (Total, all aircraft), 360 hours (Total, this make and model)		

Pilot Information

Certificate:	Private	Age:	67,Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3 Waiver time limited special	Last FAA Medical Exam:	June 13, 2023
Occupational Pilot:	No	Last Flight Review or Equivalent:	November 22, 2017
Flight Time:	1562 hours (Total, all aircraft), 1312 hours (Total, this make and model), 1492 hours (Pilot In Command, all aircraft), 0 hours (Last 90 days, all aircraft), 0 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	Registration:	N6643H
Model/Series:	A36	Aircraft Category:	Airplane
Year of Manufacture:	1980	Amateur Built:	
Airworthiness Certificate:	Utility	Serial Number:	E-1667
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	April 14, 2023 Annual	Certified Max Gross Wt.:	3780 lbs
Time Since Last Inspection:	56 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	6497.4 Hrs at time of accident	Engine Manufacturer:	Continental Aerospace Technologies
ELT:	C91 installed, activated, did not aid in locating accident	Engine Model/Series:	IO-520-BB
Registered Owner:	On file	Rated Power:	285 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:	EDJ, 1123 ft msl	Distance from Accident Site:	17 Nautical Miles
Observation Time:	15:35 Local	Direction from Accident Site:	63°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	14 knots / 20 knots	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	270°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	30.31 inches Hg	Temperature/Dew Point:	8°C / -5°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Sidney, OH (SCA)	Type of Flight Plan Filed:	None
Destination:	Sidney, OH (SCA)	Type of Clearance:	None
Departure Time:	15:44 Local	Type of Airspace:	Class G

Airport Information

Airport:	SIDNEY MUNI SCA	Runway Surface Type:	Asphalt
Airport Elevation:	1044 ft msl	Runway Surface Condition:	Dry
Runway Used:	05	IFR Approach:	None
Runway Length/Width:	2981 ft / 50 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	40.241278,-84.147861(est)

Administrative Information

Investigator In Charge (IIC):	Gibson, Kurt
Additional Participating Persons:	David Schluep; FAA/FSDO; Columbus, OH
Original Publish Date:	January 25, 2024
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=193518

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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](#).