



Aviation Investigation Final Report

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|--------------------------------|---|-------------------------|-------------|
| Location: | Oklahoma City, Oklahoma | Accident Number: | CEN24LA130 |
| Date & Time: | March 4, 2024, 16:25 Local | Registration: | N1955W |
| Aircraft: | Beech B19 | Aircraft Damage: | Substantial |
| Defining Event: | Aerodynamic stall/spin | Injuries: | 1 None |
| Flight Conducted Under: | Part 91: General aviation - Instructional | | |

Analysis

The student pilot was conducting his first solo flight. He reported that during the first landing attempt he flared the airplane too early, which resulted in a bounced landing. He pitched the nose down and the airplane bounced into the air again, then he pitched the nose up. The airplane stalled and impacted the runway in a nose low attitude, which resulted in the nose landing gear collapse and substantial damage to the left wing. The student pilot 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 student pilot's improper landing flare, which resulted in a bounced landing, aerodynamic stall, and impact with the runway.

Findings

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| Aircraft | Angle of attack - Not attained/maintained |
| Personnel issues | Aircraft control - Pilot |

Factual Information

History of Flight

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| Landing-flare/touchdown | Aerodynamic stall/spin (Defining event) |
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Pilot Information

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|---------------------------|--|-----------------------------------|----------------|
| Certificate: | Student | Age: | 38,Male |
| Airplane Rating(s): | None | Seat Occupied: | Left |
| Other Aircraft Rating(s): | None | Restraint Used: | 3-point |
| Instrument Rating(s): | None | Second Pilot Present: | No |
| Instructor Rating(s): | None | Toxicology Performed: | |
| Medical Certification: | Class 2 Without waivers/limitations | Last FAA Medical Exam: | August 8, 2023 |
| Occupational Pilot: | No | Last Flight Review or Equivalent: | |
| Flight Time: | 33 hours (Total, all aircraft), 5 hours (Total, this make and model), 0 hours (Pilot In Command, all aircraft), 16 hours (Last 90 days, all aircraft), 5 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft) | | |

Aircraft and Owner/Operator Information

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|-------------------------------|--|--------------------------------|-----------------|
| Aircraft Make: | Beech | Registration: | N1955W |
| Model/Series: | B19 | Aircraft Category: | Airplane |
| Year of Manufacture: | 1973 | Amateur Built: | |
| Airworthiness Certificate: | Normal | Serial Number: | MB-619 |
| Landing Gear Type: | Tricycle | Seats: | 4 |
| Date/Type of Last Inspection: | January 12, 2024 Annual | Certified Max Gross Wt.: | 2155 lbs |
| Time Since Last Inspection: | | Engines: | 1 Reciprocating |
| Airframe Total Time: | 3669 Hrs at time of accident | Engine Manufacturer: | Lycoming |
| ELT: | Installed, activated, did not aid in locating accident | Engine Model/Series: | O-320-E2D |
| Registered Owner: | On file | Rated Power: | 150 Horsepower |
| Operator: | On file | Operating Certificate(s) Held: | None |

Meteorological Information and Flight Plan

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| Conditions at Accident Site: | Visual (VMC) | Condition of Light: | Day |
| Observation Facility, Elevation: | KPWA, 1280 ft msl | Distance from Accident Site: | 5 Nautical Miles |
| Observation Time: | 15:53 Local | Direction from Accident Site: | 141° |
| Lowest Cloud Condition: | Clear | Visibility | 10 miles |
| Lowest Ceiling: | None | Visibility (RVR): | |
| Wind Speed/Gusts: | 13 knots / | Turbulence Type Forecast/Actual: | / |
| Wind Direction: | 350° | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | 29.73 inches Hg | Temperature/Dew Point: | 23°C / 6°C |
| Precipitation and Obscuration: | No Obscuration; No Precipitation | | |
| Departure Point: | Oklahoma City, OK | Type of Flight Plan Filed: | None |
| Destination: | Oklahoma City, OK | Type of Clearance: | None |
| Departure Time: | | Type of Airspace: | Class G |

Airport Information

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|-----------------------------|------------------|----------------------------------|-----------|
| Airport: | SUNDANCE HSD | Runway Surface Type: | Concrete |
| Airport Elevation: | 1192 ft msl | Runway Surface Condition: | Dry |
| Runway Used: | 18/36 | IFR Approach: | None |
| Runway Length/Width: | 5001 ft / 100 ft | VFR Approach/Landing: | Full stop |

Wreckage and Impact Information

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|----------------------------|--------|-----------------------------|---------------------------|
| 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: | 35.601216,-97.706136(est) |

Administrative Information

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| Investigator In Charge (IIC): | Lindberg, Joshua |
| Additional Participating Persons: | Mathew Wineland; Federal Aviation Administration ; Oklahoma City, OK |
| Original Publish Date: | April 12, 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=193910 |

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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](#).