

Piston Beechcraft Accidents 2023

End of Year Summary Update 1 January 14, 2024

Additional updates will be reported as new information comes in

Official information from FAA and NTSB sources (unless otherwise noted). Editorial comments (contained in parentheses), year-to-date summary and closing comments are those of the author. All information is preliminary and subject to change. Comments are meant solely to enhance flying safety. Please use these reports to help you more accurately evaluate the potential risks when you make your own decisions about how and when to fly.

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New NTSB reports this update

12/18 [A24 engine failure during initial climb](#) from a touch and go at Miami, Florida. From the NTSB preliminary report, with my emphasis added:

...a Beech A24R...was substantially damaged when it was involved in an accident near Maimi [sic], Florida. The commercial pilot and pilot-rated passenger were not injured.

The airplane had not flown for about 1 month prior to the accident flight. The commercial pilot owned the airplane and was seated in the left seat. **The purpose of the flight was to familiarize the flight instructor in the right seat with the airplane. The flight instructor had never flown the make and model airplane,** but the flight school he worked at was considering using the airplane for training.

The commercial pilot reported that during initial climb from a second touch-and-go landing, as she retracted the landing gear **about 100 ft above ground level (agl), the engine noise was quieter, and the airplane started to sink.** She verified that the throttle, mixture, and propeller controls were full forward; however, the airplane continued to sink. She lowered the nose to avoid a stall and **landed with the landing gear retracted on the runway.**

The flight instructor reported that *since he was a passenger, he did not familiarize himself with the airplane's flight manual prior to the accident flight.* During initial climb from the accident touch-and-go, he recalled the pilot retracting the landing gear about 100 ft agl. He could not recall if the pilot retracted the flaps on the ground or when she retracted the landing gear. **After the landing gear retracted, he felt a decrease in performance. He was wearing noise-cancelling headsets and could not recall if there was a decrease in engine noise, but the pilot reported a loss of engine power.** At that time, he looked at the throttle, mixture, and propeller controls. He remembered that they were all in the full-forward position. He did not remember seeing the tachometer. The flight instructor made an emergency radio transmission as the pilot was performing a forced landing on to the runway.

Examination of the wreckage by a Federal Aviation Administration inspector revealed that it came to rest upright in a grassy area about 75 ft from the departure end of the runway. The airplane sustained substantial damage to the lower fuselage. **The fuel tanks were full** and when **the inspector** drained the sumps, he **observed about 1 ounce of water combined from all sumps.** He noted that all three propeller blades were curled at the tip and propeller gouge marks were observed in the asphalt at the end of the runway. The inspector was able to rotate the propeller and confirm continuity to the rear accessory section, with both magnetos rotating. He also obtained compression on all four cylinders and noted that **the fuel injector nozzles were absent of contamination.**

(Add “Substantial damage”)

2023 SUMMARY: Reported Beechcraft piston mishaps, 2023:

Total reported: 151 reports

Environment

Operation in VMC: 88 reports

Operation in IMC: 3 reports

Weather “unknown” or “not reported”: 60 reports

Operation at night: 10 reports

Most Serious Injury

“Serious” injury accidents (not involving fatalities): 7 reports

Fatal accidents: 17 reports

Aircraft damage

“Substantial” damage: 30 reports

Aircraft “destroyed”: 25 reports

BONANZA/BARON Series: 128 reports

By Aircraft Type

Be35 Bonanza 43 reports

Be36 Bonanza 32 reports

Be33 Debonair/Bonanza 17 reports

Be55 Baron 15 reports

Be58 Baron 12 reports

Be95 Travel Air 8 reports

Environment

Operation in VMC: 66 reports

Operation in IMC: 2 reports

Weather “unknown” or “not reported”: 61 reports

Operation at night: 9 reports

Most Serious Injury

“Serious” injury accidents (not involving fatalities): 5 reports

Fatal accidents: 15 reports

Aircraft damage

“Substantial” damage: 22 reports

Aircraft “destroyed”: 22 reports

PRELIMINARY DETERMINATION OF CAUSE (all subject to update per official findings):

FATAL and SERIOUS INJURY EVENTS 19 reports

Loss of control 7 reports

Loss of control during initial climb 2 reports (Be35; Be36)
Loss of control in flight 2 reports (Be33; Be35)
Loss of control in flight/vertical impact 1 report (Be36)
Loss of control on final approach/landing 1 report (Be36)
Loss of control in flight/multiengine instruction 1 report (Be95)

Engine failure in flight 6 reports

Engine failure in flight 1 report (Be35)
Catastrophic engine failure in flight 1 report (Be36)
Fuel exhaustion 1 report (Be33)
Fuel starvation on final approach 1 report (Be35)
Engine failure on approach/landing 1 report (Be35)
Engine failure immediately after takeoff 1 report (Be36)

Miscellaneous 7 reports

Takeoff/unknown 1 report (Be58)
Cruise/unknown 1 report (Be36s)
Controlled flight into terrain 1 report (Be35)
Pilot struck by propeller/exited airplane with engine running 1 report (Be33)
Struck airport employee near the runway during landing 1 report (Be36)

OTHER EVENTS 110 reports**Landing gear related mishaps 54 reports**

Gear collapse during landing 23 reports (three Be33s; nine Be35s; five Be36s; three Be55s; two Be58s)
Gear up landing 22 reports (two Be33s; eight Be35s; foive Be36s; two Be55s; three Be58s; two Be95s)
Gear collapse on landing/electrical failure in flight 2 reports (Be33; Be36)
Gear collapse during takeoff 1 report (Be35)
Gear collapse/mechanical gear failure 1 report (Be36)
Landed with gear partially extended 1 report (Be35)
Gear up landing following electrical failure 1 report (Be35)
Inadvertent gear retraction during a touch and go 1 report (Be36)
Pilot inadvertently retracted gear during landing roll 1 report (Be35)
Electrical fire in flight/gear collapse during landing 1 report (Be58)

Engine Failure 26 reports

Engine failure in flight 13 reports (Be33; six Be35s; five Be36s; Be55)
Catastrophic engine failure in flight 4 reports (Be33; Be35; Be36; Be58)
Engine failure during approach/landing 2 reports (both Be35)
Fuel starvation 2 reports (both Be33s)
Engine failure during/shortly after takeoff 1 report (Be33)
Engine failure during attempted go-around 1 report (Be35)
Catastrophic oil loss: failure of air/oil separator 1 report (Be35)
Precautionary landing in a field/low fuel 1 report (Be95)
Propeller damage in flight 1 report (Be55)

Miscellaneous 19 reports

Bird strike 4 reports (Be35; Be36; two Be55s)

Ground collision during 'formation' taxi 2 reports (Be36 and Be35)
Loss of directional control during takeoff 2 reports (Be36; Be95)
Electrical fire in flight 1 report (Be33)
Cockpit fire in flight/off-airport landing 1 report (Be36)
Turbulence encounter en route 1 report (Be58)
Aborted takeoff/runway overrun 1 report (Be55)
Landed long 1 report (Be58)
Blown tire on landing 1 report (Be35)
Loss of control during new autopilot testing 1 report (Be35)
Taxiway excursion/taxi into obstructions 1 report (Be55)
Rudder oscillation/windshield separation 1 report (Be95)
Collision with obstacle during taxi 1 report (Be58)
Took off with tow bar attached 1 report (Be55)

Impact During Landing 10 reports

Loss of directional control during landing 3 reports (Be33; Be35; Be55)
Struck object/animal during landing 1 report (Be95)
Landed long/runway overrun 1 report (Be55)
Loss of control during landing/strong surface winds 1 report (Be35)
Landed short 1 report (Be33)
Hard landing 1 report (Be36)
Collision with obstacles/terrain during go-around 1 report (Be58)
Landing/unknown 1 report (Be35)

Unknown

Crash/unknown 1 report (Be55)

BEECH AERO CLUB Series: 21 reports

By Aircraft Type

Be23 Musketeer/Sundowner 14 reports
Be24 Sierra 3 reports
Be19 Sport 2 reports
Be76 Duchess 1 report
Be77 Skipper 1 report

Environment

Operation in VMC: 19 reports
Operation in IMC: 1 report
Weather "unknown" or "not reported": 1 report
Operation at night: 1 report

Most Serious Injury

"Serious" injury accidents (not involving fatalities): 2 reports
Fatal accidents: 2 reports

Aircraft damage

"Substantial" damage: 7 reports
Aircraft "destroyed": 3 reports

PRELIMINARY DETERMINATION OF CAUSE (all subject to update per official findings):

FATAL and SERIOUS INJURY EVENTS 3 reports

Collision with obstacle during initial climb 1 report (Be23)
Loss of directional control during go-around 1 report (Be23)
Controlled Flight into Terrain/Descent Below Minimums during IFR approach 1 report (Be23)
Engine failure in initial climb 1 report (Be23)

OTHER EVENTS 17 reports

Engine failure 8 reports

Engine failure immediately after takeoff 2 reports (Be19; Be77)
Engine failure in flight 3 reports (Be19; Be23; Be24)
Engine failure during landing 1 report (Be23)
Engine failure during go-around 1 report (Be23)
Engine failure during departure/touch and go 1 report (Be24)

Loss of directional control during landing 2 reports (both Be23)
Gear collapse during touch and go 1 report (Be76)
Porpoised on landing/propeller strike/gear collapse 1 report (Be23)
Struck by another aircraft while parked and unoccupied 1 report (Be23)
Wing fire during fueling 1 report (Be23)
Blown tire on landing 1 report (Be24)
Hard landing 1 report (Be23)
Control malfunction in flight 1 report (Be23)

MISCELLANEOUS Models: 5 reports

Environment

Operation in VMC: 3 reports
Operation in IMC: 0 reports
Weather “unknown” or “not reported”: 2 reports
Operation at night: 0 reports

Most Serious Injury

“Serious” injury accidents (not involving fatalities): 0 reports
Fatal accidents: 0 reports

Aircraft damage

“Substantial” damage: 1 reports
Aircraft “destroyed”: 0 reports

PRELIMINARY DETERMINATION OF CAUSE (all subject to update per official findings):

FATAL and SERIOUS INJURY EVENTS 0 reports

OTHER EVENTS 5 reports

Landed long/runway overrun 2 reports (both Be60s)

Gear collapse during landing 2 reports (Be17; Be45)

Struck object/animal during landing 1 report (Be50)

Recognize an N-number? Want to check on friends or family that may have been involved in a cited mishap? [Click here to find the registered owner.](#) Please accept my sincere personal condolences if you or anyone you know was involved in a mishap. I welcome your comments, suggestions and criticisms.

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