



Aviation Investigation Final Report

Location:	Blytheville, Arkansas	Accident Number:	CEN24LA105
Date & Time:	February 2, 2024, 13:00 Local	Registration:	N6148N
Aircraft:	Beech B23	Aircraft Damage:	Substantial
Defining Event:	Loss of control in flight	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that during landing the airplane bounced multiple times. During each successive bounce, the airplane gained more altitude to the point that the pilot was scared. He added full power to go around, the airplane turned left, and he was unable to maintain control. The airplane impacted a ditch off the side of the runway and sustained substantial damage to the fuselage. The pilot reported that there were no preimpact 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 pilot's improper descent path which resulted in a bounced landing and loss of control.

Findings

Aircraft	Descent/approach/glide path - Not attained/maintained
Personnel issues	Aircraft control - Pilot

Factual Information

History of Flight

Landing-flare/touchdown	Hard landing
Landing	Loss of control in flight (Defining event)

Pilot Information

Certificate:	Private	Age:	55, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
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:	September 11, 2022
Occupational Pilot:	No	Last Flight Review or Equivalent:	January 11, 2023
Flight Time:	348 hours (Total, all aircraft), 346 hours (Total, this make and model), 299 hours (Pilot In Command, all aircraft), 2 hours (Last 90 days, all aircraft), 2 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	Registration:	N6148N
Model/Series:	B23	Aircraft Category:	Airplane
Year of Manufacture:	1969	Amateur Built:	
Airworthiness Certificate:	Normal; Utility	Serial Number:	M-1225
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	June 17, 2023 Annual	Certified Max Gross Wt.:	1500 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	3263.24 Hrs as of last inspection	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	O-360-A2G
Registered Owner:	ALL-IN-AVIATION LLC	Rated Power:	180 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:	KHKA, 255 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	12:53 Local	Direction from Accident Site:	222°
Lowest Cloud Condition:	Clear	Visibility:	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	210°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.95 inches Hg	Temperature/Dew Point:	18°C / 9°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Walnut Ridge, AR (ARG)	Type of Flight Plan Filed:	None
Destination:	Blytheville, AR	Type of Clearance:	None
Departure Time:	12:30 Local	Type of Airspace:	Class E

Airport Information

Airport:	BLYTHEVILLE MUNI HKA	Runway Surface Type:	Asphalt
Airport Elevation:	255 ft msl	Runway Surface Condition:	Dry
Runway Used:	18/36	IFR Approach:	None
Runway Length/Width:	4999 ft / 75 ft	VFR Approach/Landing:	Go around;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	35.939999,-89.830738

Administrative Information

Investigator In Charge (IIC):	Lindberg, Joshua
Additional Participating Persons:	Angelia Gholson; Federal Aviation Administration; Memphis, TN
Original Publish Date:	February 29, 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=193742

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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](#).