



AVIATION



HIGHWAY



MARINE



RAILROAD



PIPELINE

Aviation Investigation Final Report

Location:	Knoxville, Tennessee	Accident Number:	ERA26LA128
Date & Time:	February 12, 2026, 13:15 Local	Registration:	N1988L
Aircraft:	Beech C23	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	1 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that she was conducting traffic pattern work following the completion of the airplane's annual inspection. During landing, as the nose wheel touched down, the airplane veered abruptly to the left. She attempted to maintain directional control with the rudder pedals, but the airplane continued to the left, exited the runway and impacted a ditch, which resulted in substantial damage to the wings and fuselage.

A postaccident examination by an airframe and powerplant mechanic revealed 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 pilot's failure to maintain directional control of the airplane during the landing roll, which resulted in a runway excursion and collision with a ditch.

Findings

Personnel issues	Aircraft control - Pilot
Aircraft	Directional control - Not attained/maintained

Factual Information

History of Flight

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

Pilot Information

Certificate:	Private	Age:	58,Female
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	None	Second Pilot Present:	
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	October 1, 2024
Occupational Pilot:	No	Last Flight Review or Equivalent:	July 17, 2025
Flight Time:	375.6 hours (Total, all aircraft), 371.6 hours (Total, this make and model), 228.1 hours (Pilot In Command, all aircraft), 0.4 hours (Last 90 days, all aircraft), 0.4 hours (Last 30 days, all aircraft), 0.4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	Registration:	N1988L
Model/Series:	C23	Aircraft Category:	Airplane
Year of Manufacture:	1976	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	M-1842
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	February 10, 2026 Annual	Certified Max Gross Wt.:	2450 lbs
Time Since Last Inspection:	0.4 Hrs	Engines:	1
Airframe Total Time:	3154.6 Hrs at time of accident	Engine Manufacturer:	
ELT:	C91 installed, activated, did not aid in locating accident	Engine Model/Series:	
Registered Owner:	PORTAL PLANES LLC	Rated Power:	
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:	DKX,833 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	12:35 Local	Direction from Accident Site:	292°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	None / None
Wind Direction:		Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	30.26 inches Hg	Temperature/Dew Point:	9°C / -4°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Knoxville, TN	Type of Flight Plan Filed:	VFR
Destination:	Knoxville, TN	Type of Clearance:	None
Departure Time:		Type of Airspace:	Class E

Airport Information

Airport:	KNOXVILLE DOWNTOWN ISLAND DKX	Runway Surface Type:	Asphalt
Airport Elevation:	833 ft msl	Runway Surface Condition:	Dry
Runway Used:	08	IFR Approach:	None
Runway Length/Width:	3499 ft / 75 ft	VFR Approach/Landing:	Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	35.964032,-83.873891(est)

Administrative Information

Investigator In Charge (IIC):	Wait, Dennis
Additional Participating Persons:	Gary Austin; FAA/FSDO; Nashville, TN
Original Publish Date:	June 22, 2026
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=202502

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).