

Aviation Investigation Final Report

Location:	Slidell, Louisiana	Accident Number:	CEN23LA028
Date & Time:	November 6, 2022, 21:45 Local	Registration:	N809DM
Aircraft:	Beech E-90	Aircraft Damage:	Destroyed
Defining Event:	Loss of control in flight	Injuries:	1 Serious
Flight Conducted Under:	Part 91: General aviation - Positioning		

Analysis

The pilot flew a visual approach to his home airport but did a go-around due to ground fog. After receiving an instrument flight rules clearance, he flew an RNAV/GPS approach that he also discontinued due to ground fog. After executing a missed approach, the pilot flew another RNAV/GPS approach. The pilot reported that during this last approach he lost visual references and initiated a go-around, during which the airplane impacted trees about 800 ft to the right of the runway.

The main wreckage came to rest upright and was consumed by a post-impact fire. The postaccident examination revealed no preimpact anomalies that would have precluded normal operation.

The pilot reported that he observed the right engine was slower to accelerate than the left engine during the attempted go-around, and that he was distracted looking at the engine indications. He reported that he did not notice if the airplane yaw to the right and, before he could correct for the altitude loss, the airplane descended into and struck the trees.

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 airplane control during an attempted go-around in low visibility conditions.

Findings

Personnel issues	Aircraft control - Pilot
Personnel issues	(general) - Pilot
Aircraft	Pitch control - Not attained/maintained
Aircraft	Yaw control - Not attained/maintained
Environmental issues	Low visibility - Effect on operation
Environmental issues	Tree(s) - Contributed to outcome

Factual Information

History of Flight

Approach-IFR missed approach	Loss of control in flight (Defining event)
Approach-IFR missed approach	Collision with terr/obj (non-CFIT)

On November 6, 2022, about 2145 central standard time, a Beech E-90, N809DM, was destroyed when it was involved in an accident at Slidell Airport (ASD), Slidell, Louisiana. The pilot sustained serious injuries. The airplane was operated as a Title 14 *Code of Federal Regulations* Part 91 positioning flight.

According to air traffic control information, the airplane departed John C. Tune Airport (JWN), Nashville, Tennessee, and climbed to a cruise altitude of 22,000 ft. The airplane descended to ASD, the pilot's home airport, and a visual approach was flown that the pilot discontinued due to ground fog.

The pilot received an instrument flight rules clearance and flew the RNAV (GPS) RWY 36 approach that he also discontinued due to ground fog. After executing a missed approach, the pilot flew another RNAV (GPS) RWY 36 approach, during which the airplane impacted terrain about 800 ft right of the departure end of Runway 36. The pilot egressed the airplane without assistance.

The airplane initially impacted trees with the right wing (see Figure 1). The main wreckage came to rest upright and was consumed by a post-impact fire. The postaccident examination of the airplane revealed no preimpact anomalies that would have precluded normal operation.

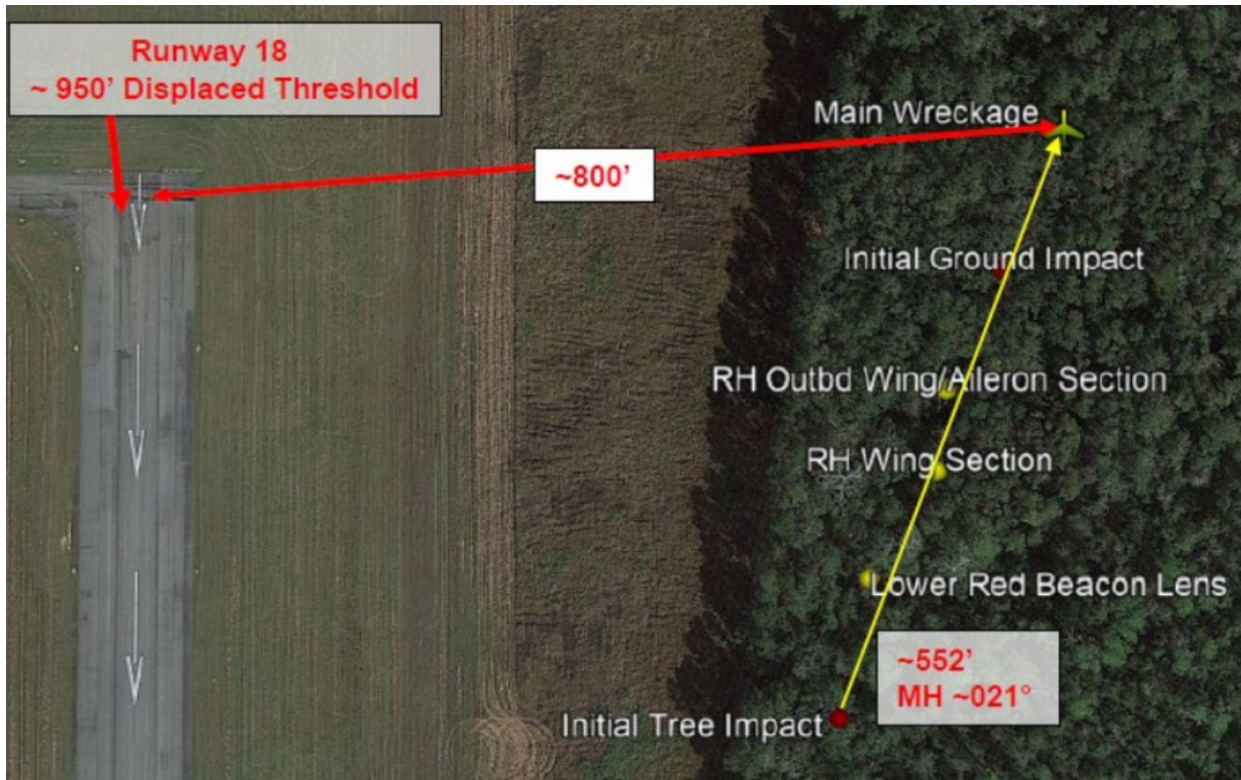


Figure 1. Wreckage Diagram, Courtesy of Textron Aviation

ASD was equipped with an Automated Surface Observation System (ASOS). At 2153, the ADS ASOS observation was wind calm, visibility 5 statute miles in mist, ceiling overcast at 400 ft above ground level (agl), temperature 19°C and dew point 18°C.

At 2135, the closest weather reporting station about 12 miles northeast of ASD reported wind calm, visibility 1/4 mile in fog, ceiling overcast at 200 ft agl, temperature 20°C, and dew point temperature 20°C.

Several other weather stations in the vicinity reported low ceilings and visibilities, with fog forming over the area. There were no pilot weather reports (PIREPs) within 60 miles of ASD in the national database from 1700 through 2400.

The pilot reported that, during the last attempted approach, he initiated a go-around after losing sight of visual references due to ground fog. He observed the right engine was slower to accelerate than the left engine during the go-around, and that he was distracted looking at the engine indications. He reported that he did not notice if the airplane yawed to the right, and before he could correct for the altitude loss, the airplane descended into the trees.

Other pilots who flew the airplane reported the right engine's acceleration was sometimes slower than the left engine. The director of maintenance had performed a timed engine run and found the right engine acceleration time was slower than the left engine, but within the normal range of the maintenance manual.

Pilot Information

Certificate:	Commercial	Age:	64, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane single-engine	Toxicology Performed:	
Medical Certification:	Class 2 With waivers/limitations	Last FAA Medical Exam:	January 14, 2022
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	September 7, 2022
Flight Time:	4800 hours (Total, all aircraft), 325 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	Registration:	N809DM
Model/Series:	E-90	Aircraft Category:	Airplane
Year of Manufacture:	1980	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	LW-334
Landing Gear Type:	Retractable - Tricycle	Seats:	10
Date/Type of Last Inspection:	September 15, 2022 AAIP	Certified Max Gross Wt.:	10100 lbs
Time Since Last Inspection:		Engines:	2 Turbo prop
Airframe Total Time:	7111 Hrs as of last inspection	Engine Manufacturer:	Pratt & Whitney
ELT:	C91A installed, not activated	Engine Model/Series:	PT6A-28
Registered Owner:	Air Reldan, Inc.	Rated Power:	750 Horsepower
Operator:	Air Reldan, Inc.	Operating Certificate(s) Held:	On-demand air taxi (135)

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument (IMC)	Condition of Light:	Night
Observation Facility, Elevation:	KASD,25 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	21:53 Local	Direction from Accident Site:	196°
Lowest Cloud Condition:	Few / 400 ft AGL	Visibility	5 miles
Lowest Ceiling:	Overcast	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	None / None
Wind Direction:		Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	30.11 inches Hg	Temperature/Dew Point:	19°C / 18°C
Precipitation and Obscuration:	Moderate - None - Mist		
Departure Point:	Nashville, TN (JWN)	Type of Flight Plan Filed:	IFR
Destination:	Slidell, LA (ASD)	Type of Clearance:	IFR
Departure Time:	19:33 Local	Type of Airspace:	Class E

Airport Information

Airport:	Slidell Airport ASD	Runway Surface Type:	Asphalt
Airport Elevation:	28 ft msl	Runway Surface Condition:	Dry
Runway Used:	36	IFR Approach:	RNAV
Runway Length/Width:	5002 ft / 100 ft	VFR Approach/Landing:	

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Destroyed
Passenger Injuries:	N/A	Aircraft Fire:	On-ground
Ground Injuries:		Aircraft Explosion:	Unknown
Total Injuries:	1 Serious	Latitude, Longitude:	30.354207,-89.818646(est)

Administrative Information

Investigator In Charge (IIC):	Folkerts, Michael
Additional Participating Persons:	Alastair Burge; FAA - FSDO; Baton Rouge, LA Ernest Hall; Textron Aviation; Wichita, KS
Original Publish Date:	April 10, 2024
Last Revision Date:	
Investigation Class:	Class 3
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=106256

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](#).