



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	Hillsboro, Texas	<b>Accident Number:</b>	CEN11CA655
<b>Date &amp; Time:</b>	September 17, 2011, 11:45 Local	<b>Registration:</b>	N125A
<b>Aircraft:</b>	Beech B90	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Landing area undershoot	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Skydiving		

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## Analysis

While landing, the airplane touched down short of the runway, the left main landing gear impacted the edge of the runway and collapsed, and the airplane departed the edge of the runway into a culvert. The airplane's left wing sustained substantial damage.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to obtain a proper touchdown point, which resulted in a runway undershoot.

## Findings

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<b>Aircraft</b>	Descent/approach/glide path - Not attained/maintained
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## Factual Information

### History of Flight

Landing-flare/touchdown	Landing area undershoot (Defining event)
Landing-landing roll	Landing gear collapse
Landing-landing roll	Loss of control on ground
Landing-landing roll	Runway excursion

### Pilot Information

Certificate:	Commercial; Flight instructor	Age:	41, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine; Instrument airplane	Toxicology Performed:	No
Medical Certification:	Class 1 With waivers/limitations	Last FAA Medical Exam:	September 15, 2011
Occupational Pilot:	No	Last Flight Review or Equivalent:	April 1, 2010
Flight Time:	(Estimated) 1900 hours (Total, all aircraft), 200 hours (Total, this make and model), 40 hours (Last 90 days, all aircraft)		

### Aircraft and Owner/Operator Information

Aircraft Make:	Beech	Registration:	N125A
Model/Series:	B90	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	LJ-360
Landing Gear Type:	Retractable - Tricycle	Seats:	
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	9650 lbs
Time Since Last Inspection:		Engines:	2 Turbo prop
Airframe Total Time:	9254 Hrs at time of accident	Engine Manufacturer:	Pratt and Whitney
ELT:	Installed, not activated	Engine Model/Series:	PT6A-20
Registered Owner:		Rated Power:	550 Horsepower
Operator:		Operating Certificate(s) Held:	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KINJ, 686 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	11:55 Local	Direction from Accident Site:	0°
Lowest Cloud Condition:	Scattered / 3100 ft AGL	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	9 knots / 16 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	170°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.06 inches Hg	Temperature/Dew Point:	29° C / 21° C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Hillsboro, TX (KINJ)	Type of Flight Plan Filed:	None
Destination:	Hillsboro, TX (KINJ)	Type of Clearance:	None
Departure Time:		Type of Airspace:	

## Airport Information

Airport:	Hillsboro Municipal Airport KINJ	Runway Surface Type:	Asphalt
Airport Elevation:	686 ft msl	Runway Surface Condition:	Dry
Runway Used:	16	IFR Approach:	None
Runway Length/Width:	3998 ft / 60 ft	VFR Approach/Landing:	Straight-in

## Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	32.08361, -97.097221 (est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Aguilera, Jason
<b>Additional Participating Persons:</b>	Michael Hendricks; Federal Aviation Administration; Fort Worth, TX
<b>Original Publish Date:</b>	December 13, 2011
<b>Note:</b>	This accident report documents the factual circumstances of this accident as described to the NTSB.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=81844">https://data.nts.gov/Docket?ProjectID=81844</a>

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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).