

From: Jim Troutman [REDACTED] >

Sent: Tuesday, September 25, 2018 1:22 PM

To: Baker, Cornelius J (FAA) [REDACTED]

Subject: Accident Report N435RB

Sep 22, 2018

Georgetown Airport (GGE)

Georgetown, SC

Pilot in Command/Flight Instructor

James A Troutman

CFI Certificate # [REDACTED]

Statement of Event

This was a training flight in a Beechcraft Bonanza, with Karl Wilder, Private Pilot, for the purpose of a complex/high-performance endorsement.

This flight was to practice emergency procedures.

We departed GGE approximately 14:30, and all systems seemed normal.

We practiced an emergency gear extension, and after normal gear retraction, we practiced about 6 descending turning stalls with partial power and half flaps, ie. approach configuration.

During all maneuvers, Mr. Wilder was mostly on the controls, but I did have some occasional input, enough to determine that control inputs were normal at that time.

After about 30 minutes, we decided to return to the airport for practice landings. Mr. Wilder asked me to take the controls so he could get his water bottle.

After approximately 1-2 minutes on the controls, feeling normal, straight towards the airport in a slight descent, at about 130mph, top of the white arc, the airplane began an uncommanded yaw and roll to the right, and an uncommanded pitch up.

As I was applying left rudder and aileron and forward elevator pressure, I asked Mr. Wilder if he was accidentally pushing right rudder pressure. He assured me he was not on any control.

I retrimmed nose down pressure which did relieve some of the uncommanded right turning tendency.

But when I was on final approach to runway 11, into a light wind, and slowing to 100mph, the uncommanded yawing to the right increased, as control authority decreased with slowing speed.

As I approached the end of the runway and powered back more, to 80mph, the yaw increased, and it became impossible with left rudder and aileron to keep the airplane in line with the runway. By holding left wing down as far as I dared, and nearly full left rudder, I delayed the more aggressive yaw to the right until touchdown at about 60-70mph in the grass on the left side of the runway, at which time the airplane made a hard right 90° turn crashing into the trees nose gear folded and wings level.

We turned battery, ignition, and fuel off and exited the airplane.

Walking away from the airplane,

we had minor cuts and bruises, and were checked out by Tideland's Health Emergency Department in Georgetown, SC.

END OF STATEMENT