



Aviation Investigation Final Report

Location:	Statesville, North Carolina	Accident Number:	GAA17CA579
Date & Time:	September 14, 2017, 10:00 Local	Registration:	N2182L
Aircraft:	Beech 95 B55	Aircraft Damage:	Substantial
Defining Event:	Abnormal runway contact	Injuries:	4 None
Flight Conducted Under:	Part 91: General aviation		

Analysis

The pilot in the multi-engine airplane reported that the airplane touched down on the runway and she felt the application of aft yoke pressure. She looked over and saw that her right front seat passenger was "clenching the yoke with both fists." She reported that the airplane bounced once, and she aborted the landing. She flew one pattern and landed the airplane, and then she taxied to parking.

According to the single-engine, pilot-rated passenger in the right front seat, during the initial touchdown, both engines remained at high rpm, and the airplane was drifting to the right side of the runway. The airplane bounced, and the pilot took the engines to idle. The airplane bounced again "very hard" on the nose landing gear. The airplane bounced a third time and landed "violently" on the nose landing gear. He reported that he felt the need to prevent a fourth runway impact, and he grabbed the yoke and applied aft pressure to minimize the rate of descent. The pilot in the left seat subsequently applied full power and aborted the landing. She flew one pattern and landed the airplane, then she taxied to parking.

According to the passenger seated in the right rear seat, the approach was normal, but the initial touchdown was "forceful" and the airplane bounced. The airplane felt like it landed on the nose landing gear followed by the main landing gear and bounced a second time "much harder." A third bounce ensued, and it was the hardest. He heard the engines spool up and observed the pilot abort the landing. She flew one pattern and landed the airplane, and then she taxied to parking.

The airplane sustained substantial damage to the fuselage, just below the windscreen.

The pilot reported that there were no 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 pitch control of the airplane during landing, which resulted in a bounced landing.

Findings

Aircraft	Pitch control - Not attained/maintained
Personnel issues	Aircraft control - Pilot
Personnel issues	Identification/recognition - Passenger
Aircraft	Landing flare - Not attained/maintained

Factual Information

History of Flight

Landing	Hard landing
Landing-aborted after touchdown	Abnormal runway contact (Defining event)

Pilot Information

Certificate:	Commercial; Flight instructor; Private	Age:	34,Female
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	Helicopter	Restraint Used:	3-point
Instrument Rating(s):	Airplane; Helicopter	Second Pilot Present:	Yes
Instructor Rating(s):	Helicopter; Instrument helicopter	Toxicology Performed:	No
Medical Certification:	Class 2 Without waivers/limitations	Last FAA Medical Exam:	December 6, 2017
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	January 31, 2018
Flight Time:	(Estimated) 2018 hours (Total, all aircraft), 66 hours (Total, this make and model), 1883 hours (Pilot In Command, all aircraft), 176 hours (Last 90 days, all aircraft), 45 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Pilot-rated passenger Information

Certificate:	Private	Age:	35,Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	4-point
Instrument Rating(s):		Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3	Last FAA Medical Exam:	April 1, 2015
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:			

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	Registration:	N2182L
Model/Series:	95 B55 (T42A)	Aircraft Category:	Airplane
Year of Manufacture:	1976	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	TC-1996
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:		Certified Max Gross Wt.:	5100 lbs
Time Since Last Inspection:		Engines:	2 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	IO-540
Registered Owner:		Rated Power:	
Operator:		Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KSVH, 965 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	14:00 Local	Direction from Accident Site:	270°
Lowest Cloud Condition:	Scattered / 8500 ft AGL	Visibility	10 miles
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	3 knots /	Turbulence Type Forecast/Actual:	/ None
Wind Direction:	260°	Turbulence Severity Forecast/Actual:	/ N/A
Altimeter Setting:	29.98 inches Hg	Temperature/Dew Point:	20°C / 16°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Wilmington, NC (ILM)	Type of Flight Plan Filed:	IFR
Destination:	Statesville, NC (SVH)	Type of Clearance:	IFR
Departure Time:	08:48 Local	Type of Airspace:	Class G

Airport Information

Airport:	STATESVILLE RGNL SVH	Runway Surface Type:	Asphalt
Airport Elevation:	967 ft msl	Runway Surface Condition:	Dry
Runway Used:	28	IFR Approach:	None
Runway Length/Width:	7003 ft / 100 ft	VFR Approach/Landing:	Go around;Straight-in

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	3 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	4 None	Latitude, Longitude:	35.764999,-80.953887(est)

Administrative Information

Investigator In Charge (IIC):	Hicks, Michael
Additional Participating Persons:	Mark O'Connell; FAA; Charlotte, NC
Original Publish Date:	September 10, 2018
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=96873

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