



Aviation Investigation Final Report

Location:	Corvallis, Oregon	Accident Number:	GAA19CA061
Date & Time:	November 2, 2018, 10:00 Local	Registration:	N850TJ
Aircraft:	Socata TBM 700	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	4 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that, during the landing flare, the airplane suddenly rolled left. He quickly corrected, landed, and then taxied to the ramp without further incident. He conducted a postflight inspection and found that the left wing tip had struck the runway.

The airplane sustained substantial damage to the left aileron.

The pilot reported that there were no preaccident mechanical failures or malfunctions 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 lateral control of the airplane during landing, which resulted in a wing strike.

Findings

Aircraft	Lateral/bank control - Not attained/maintained
Personnel issues	Aircraft control - Pilot

Factual Information

History of Flight

Landing-flare/touchdown	Loss of control on ground (Defining event)
Landing-flare/touchdown	Attempted remediation/recovery
Landing-flare/touchdown	Collision with terr/obj (non-CFIT)

Pilot Information

Certificate:	Private	Age:	62,Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Unknown
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	April 6, 2017
Occupational Pilot:	No	Last Flight Review or Equivalent:	May 8, 2018
Flight Time:	(Estimated) 2445 hours (Total, all aircraft), 1617 hours (Total, this make and model), 2359 hours (Pilot In Command, all aircraft), 48 hours (Last 90 days, all aircraft), 9 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Socata	Registration:	N850TJ
Model/Series:	TBM 700 N	Aircraft Category:	Airplane
Year of Manufacture:	2010	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	568
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	April 16, 2018 Annual	Certified Max Gross Wt.:	7024 lbs
Time Since Last Inspection:		Engines:	1 Turbo prop
Airframe Total Time:	1259 Hrs as of last inspection	Engine Manufacturer:	Pratt & Whitney
ELT:	C126 installed, not activated	Engine Model/Series:	PT6A-66D
Registered Owner:		Rated Power:	850 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:	KCVO, 250 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	17:07 Local	Direction from Accident Site:	59°
Lowest Cloud Condition:	Few / 700 ft AGL	Visibility	10 miles
Lowest Ceiling:	Broken / 2100 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	170°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	30.25 inches Hg	Temperature/Dew Point:	15°C / 14°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Boise, ID (BOI)	Type of Flight Plan Filed:	IFR
Destination:	Corvallis, OR (CVO)	Type of Clearance:	IFR
Departure Time:	09:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	Corvallis Muni CVO	Runway Surface Type:	Asphalt
Airport Elevation:	249 ft msl	Runway Surface Condition:	Dry
Runway Used:	17	IFR Approach:	RNAV; Visual
Runway Length/Width:	5900 ft / 150 ft	VFR Approach/Landing:	Full stop

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:	44.497222, -123.289443 (est)

Administrative Information

Investigator In Charge (IIC):	Nepomuceno, Eleazar
Additional Participating Persons:	Eugene Hahn; FAA; Portland, OR
Original Publish Date:	March 20, 2020
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=98641

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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](#).