



# Aviation Investigation Final Report

<b>Location:</b>	Reidsville, Georgia	<b>Accident Number:</b>	ERA19TA011
<b>Date &amp; Time:</b>	October 13, 2018, 13:15 Local	<b>Registration:</b>	N9469Q
<b>Aircraft:</b>	Beech F33	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Loss of control on ground	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The private pilot reported that, during landing, the airplane touched down on the main landing gear slightly left of centerline. As soon as he lowered the nose landing gear (NLG), he felt the airplane lurch left and then right. The pilot attempted to arrest the movement with rudder inputs, followed by differential braking, but the airplane continued to veer right uncontrollably. He then intentionally increased braking until both wheels started skidding. The airplane skidded sideways and then exited the right side of the runway and collided with a taxiway sign before coming to rest upright. Examination of the wreckage did not reveal evidence of any preimpact mechanical malfunctions or failures that would have precluded normal operation. Continuity of the NLG steering system was confirmed. Given the evidence, it is likely that the pilot did not maintain directional control after landing, which resulted in the runway excursion.

## 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 directional control during landing, which resulted in a runway excursion and impact with a taxiway sign.

## Findings

<b>Personnel issues</b>	Aircraft control - Pilot
<b>Aircraft</b>	Directional control - Not attained/maintained
<b>Environmental issues</b>	Sign/marker - Effect on operation

# Factual Information

## History of Flight

Landing-landing roll	Abnormal runway contact
Landing-landing roll	Loss of control on ground (Defining event)
Landing-landing roll	Attempted remediation/recovery
Landing-landing roll	Runway excursion
Landing-landing roll	Collision with terr/obj (non-CFIT)

On October 13, 2018, about 1315 eastern daylight time, a Beech F33A, N9469Q, was substantially damaged during landing at Swinton Smith Field (RVJ), Reidsville, Georgia. The private pilot was not injured. The personal flight was operated by the pilot and conducted under the provisions of Title 14 Code of Federal Regulations Part 91. Visual meteorological conditions prevailed and no flight plan was filed for the flight that originated from Wright Army Airfield (LHW), Hinesville, Georgia, about 1215.

The pilot reported that he flew the airport traffic pattern for runway 29, a 5,000-ft-long, 75-ft-wide, asphalt runway. The airplane touched down at 65 knots on the main landing gear about 750 ft from the approach end of the runway and slightly left of centerline. As soon as he lowered the nosegear, he felt the airplane lurch uncharacteristically left and then right. The pilot attempted to arrest the movement first with rudder inputs, then by differential braking. The airplane did not respond and started to veer uncontrollably to the right. He then intentionally increased braking until both wheels started skidding. At this point the airplane was skidding sideways and traveled off the right side of the runway, colliding with a taxiway sign before coming to rest upright.

Examination of the wreckage by a Federal Aviation Administration inspector revealed that the left main landing gear collapsed and the left wing spar was damaged. The inspector added that a continuity check of the nose landing gear system to include all linkage from the rudder pedals to the rudder flight control was performed and no discrepancies were noted. Further examination of the nosewheel well area revealed no visible indications of premature component failure. Examination of the runway revealed main landing gear tire marks about 750 ft from the approach end of the runway. Shortly after the main landing gear tire marks, a nosewheel tire mark was visible and continued straight without any wobbling deviations. The inspector also noted main landing gear tire mark skids further down the runway, consistent with the pilot's report of heavy braking before departing the side of the runway.

The recorded wind at an airport located about 12 nautical miles northwest of the accident site, about the time of the accident, was from 290° at 4 knots.

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	67,Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	3-point
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	BasicMed	<b>Last FAA Medical Exam:</b>	May 22, 2018
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	July 6, 2018
<b>Flight Time:</b>	668 hours (Total, all aircraft), 110 hours (Total, this make and model), 188 hours (Pilot In Command, all aircraft), 12 hours (Last 90 days, all aircraft), 6 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Beech	<b>Registration:</b>	N9469Q
<b>Model/Series:</b>	F33 A	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	1972	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	CE-369
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	September 3, 2018 Annual	<b>Certified Max Gross Wt.:</b>	3400 lbs
<b>Time Since Last Inspection:</b>	13 Hrs	<b>Engines:</b>	Reciprocating
<b>Airframe Total Time:</b>	4033 Hrs as of last inspection	<b>Engine Manufacturer:</b>	Continental
<b>ELT:</b>	C126 installed, not activated	<b>Engine Model/Series:</b>	IO-520
<b>Registered Owner:</b>		<b>Rated Power:</b>	285 Horsepower
<b>Operator:</b>	On file	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	VDI,274 ft msl	<b>Distance from Accident Site:</b>	12 Nautical Miles
<b>Observation Time:</b>	13:15 Local	<b>Direction from Accident Site:</b>	310°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	4 knots /	<b>Turbulence Type Forecast/Actual:</b>	None / None
<b>Wind Direction:</b>	290°	<b>Turbulence Severity Forecast/Actual:</b>	N/A / N/A
<b>Altimeter Setting:</b>	29.96 inches Hg	<b>Temperature/Dew Point:</b>	26°C / 6°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Hinesville, GA (LHW )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Reidsville, GA (RVJ )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	12:15 Local	<b>Type of Airspace:</b>	

## Airport Information

<b>Airport:</b>	Swinton Smith Field RVJ	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	195 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	29	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	5000 ft / 75 ft	<b>VFR Approach/Landing:</b>	Full stop;Traffic pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	32.059444,-82.15361(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Gretz, Robert
<b>Additional Participating Persons:</b>	Steve Davidson; FAA/FSDO; Atlanta, GA
<b>Original Publish Date:</b>	December 16, 2019
<b>Note:</b>	The NTSB did not travel to the scene of this accident.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=98482">https://data.nts.gov/Docket?ProjectID=98482</a>

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