



AVIATION



HIGHWAY



MARINE



RAILROAD



PIPELINE

Aviation Investigation Final Report

Location:	St. Petersburg, Florida	Accident Number:	GAA17CA138
Date & Time:	February 11, 2017, 17:30 Local	Registration:	N18PS
Aircraft:	Beech T 34B	Aircraft Damage:	Substantial
Defining Event:	Loss of control in flight	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that, after maneuvering in the local area for about 45 minutes, he returned to his home airport for landing. During the final approach, the airplane sunk below the proper glidepath, and he increased the power three separate times, but the airplane continued to sink. Subsequently, the airplane struck a seawall located about 380 ft from the runway threshold, which resulted in the propeller separating from the propeller hub and the collapse of the landing gear.

The fuselage and both wings sustained substantial damage.

According to the Federal Aviation Administration Aviation Safety Inspector who interviewed the pilot after the accident, the pilot reported that the engine did not contribute to the accident.

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 an appropriate glidepath to the runway.

Findings

Personnel issues	Aircraft control - Pilot
Aircraft	Descent/approach/glide path - Not attained/maintained
Environmental issues	(general) - Contributed to outcome

Factual Information

History of Flight

Approach-VFR pattern final	Attempted remediation/recovery
Approach-VFR pattern final	Loss of control in flight (Defining event)
Approach-VFR pattern final	Collision with terr/obj (non-CFIT)

Pilot Information

Certificate:	Private	Age:	69,Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	4-point
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:	December 21, 2016
Occupational Pilot:	No	Last Flight Review or Equivalent:	March 15, 2015
Flight Time:	(Estimated) 2773 hours (Total, all aircraft), 150 hours (Total, this make and model), 2689 hours (Pilot In Command, all aircraft), 40 hours (Last 90 days, all aircraft), 14 hours (Last 30 days, all aircraft)		

Passenger Information

Certificate:		Age:	Male
Airplane Rating(s):		Seat Occupied:	Rear
Other Aircraft Rating(s):		Restraint Used:	4-point
Instrument Rating(s):		Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:		Last FAA Medical Exam:	
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:			

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	Registration:	N18PS
Model/Series:	T 34B NO SERIES	Aircraft Category:	Airplane
Year of Manufacture:	1957	Amateur Built:	
Airworthiness Certificate:	Aerobatic; Utility	Serial Number:	BG-327
Landing Gear Type:	Retractable - Tricycle	Seats:	2
Date/Type of Last Inspection:	May 2, 2016 Annual	Certified Max Gross Wt.:	2985 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	4306.7 Hrs as of last inspection	Engine Manufacturer:	CONT MOTOR
ELT:	C91 installed, activated, did not aid in locating accident	Engine Model/Series:	IO-470 SER
Registered Owner:		Rated Power:	0 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KSPG, 7 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	21:43 Local	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	9 knots /	Turbulence Type Forecast/Actual:	/ None
Wind Direction:	270°	Turbulence Severity Forecast/Actual:	/ N/A
Altimeter Setting:	30.21 inches Hg	Temperature/Dew Point:	22°C / 12°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	ST PETERSBURG, FL (SPG)	Type of Flight Plan Filed:	None
Destination:	ST PETERSBURG, FL (SPG)	Type of Clearance:	VFR
Departure Time:	17:00 Local	Type of Airspace:	Class D

Airport Information

Airport:	ALBERT WHITTED SPG	Runway Surface Type:	Asphalt
Airport Elevation:	6 ft msl	Runway Surface Condition:	Dry
Runway Used:	25	IFR Approach:	None
Runway Length/Width:	3677 ft / 75 ft	VFR Approach/Landing:	Full stop;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	27.764999,-82.626945(est)

Administrative Information

Investigator In Charge (IIC):	Gerhardt, Adam
Additional Participating Persons:	Randy Ryhal; FAA; Tampa Bay, FL
Original Publish Date:	April 10, 2017
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=94715

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](#).