



Aviation Investigation Factual Report

Location:	Humacao, Puerto Rico	Accident Number:	MIA03LA075
Date & Time:	March 13, 2003, 18:00 Local	Registration:	N35SR
Aircraft:	Beech V35B	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Serious, 1 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Factual Information

On March 13, 2003, about 1800 Atlantic standard time, a Beech V35B, N35SR, operated by an individual, as a Title 14 CFR Part 91 personal flight struck a ditch after landing at the Humacao Airport, Humacao, Puerto Rico. Visual meteorological conditions prevailed. An instrument flight rules flight plan was filed. The airplane was substantially damaged. The commercial-rated pilot reported minor injuries, and one passenger reported serious injuries. The flight had departed from the North Perry Airport, Hollywood, Florida at 1015.

The pilot reported that he had landed on runway 10, and during the roll out the airplane veered to the left, and impacted with a ditch. According to the pilot's statement, on climbout from North Perry Airport, he had engaged the yaw damper. About 15 miles from his destination airport he started his descent. He stated that on downwind leg he completed a landing check, and he believed the yaw damper was "disengaged," but did not physically check to see that it was disengaged. He said just before touchdown he felt lateral directional movement. On touchdown "there was a left crosswind," and the nose "kicked left a few degrees." He attempted to steer the airplane back to the center of the runway, but the rudder was "locked." At this point the airplane was partially off the runway. He said he "...poked at the yaw damper switch while pressing hard on the right rudder pedal to no avail," and finally departed the left side of the runway. The airplane traveled through some tall weeds, and "dropped into a ditch.

Pilot Information

Certificate:	Airline transport	Age:	75, Male
Airplane Rating(s):	Single-engine land; Multi-engine land; Multi-engine sea	Seat Occupied:	Left
Other Aircraft Rating(s):	Glider	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	October 4, 2001
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	August 27, 2001
Flight Time:	10338 hours (Total, all aircraft), 385 hours (Total, this make and model), 9000 hours (Pilot In Command, all aircraft), 40 hours (Last 90 days, all aircraft), 25 hours (Last 30 days, all aircraft), 8 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	Registration:	N35SR
Model/Series:	V35B	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	10136
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	Annual	Certified Max Gross Wt.:	3600 lbs
Time Since Last Inspection:	360 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2062.5 Hrs as of last inspection	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	IO-520-BA
Registered Owner:	Robert Smyth	Rated Power:	285 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:	TJSJ, 9 ft msl	Distance from Accident Site:	
Observation Time:	20:56 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 4000 ft AGL	Visibility	10 miles
Lowest Ceiling:	Broken / 7000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	7 knots / None	Turbulence Type Forecast/Actual:	/
Wind Direction:	100°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.05 inches Hg	Temperature/Dew Point:	26°C / 21°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Hollywood, FL (HWO)	Type of Flight Plan Filed:	IFR
Destination:	Humacao, PR (X63)	Type of Clearance:	IFR
Departure Time:	10:15 Local	Type of Airspace:	Unknown

Airport Information

Airport:	HUMACAO X63	Runway Surface Type:	Asphalt
Airport Elevation:	33 ft msl	Runway Surface Condition:	Dry
Runway Used:	10	IFR Approach:	None
Runway Length/Width:	2450 ft / 60 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	1 Serious	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious, 1 Minor	Latitude, Longitude:	18.137777,-65.800552

Administrative Information

Investigator In Charge (IIC): Yurman, Alan

Additional Participating Persons: Stanley Santiago; FAA; San Juan, PR

Report Date: November 24, 2003

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=56636>

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The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).