



Aviation Investigation Final Report

Location:	STOW, Ohio	Accident Number:	CHI90LA137
Date & Time:	May 27, 1990, 23:30 Local	Registration:	N333AS
Aircraft:	Beech A-23-19	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE ACCIDENT AIRPLANE VEERED OFF THE RUNWAY AND COLLAPSED THE NOSE LANDING GEAR DURING A NIGHT LANDING ATTEMPT. ACCORDING TO THE PILOTS STATEMENT, HE REPORTED HIS DESTINATION AIRPORT IN SIGHT TO APPROACH CONTROL. HE THEN CHANGED TO THE COMMON TRAFFIC ADVISORY FREQUENCY FOR THE AIRPORT AND MADE A CALL IN THE BLIND TO REPORT A MIDFIELD CROSSING AND A TRAFFIC PATTERN ENTRY FOR RUNWAY 25. HE REPORTED THAT HE FLEW A NORMAL TRAFFIC PATTERN. ON FINAL APPROACH HE SAW THE NUMBERS '19' PAINTED ON THE RUNWAY. HE CONTINUED TO TOUCHDOWN AND VEERED OFF THE RIGHT SIDE OF THE RUNWAY. HE HAD LANDED ON RUNWAY 19 AT ANOTHER AIRPORT.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: FAILURE OF THE PILOT TO ATTAIN RUNWAY ALIGNMENT AND MAINTAIN DIRECTIONAL CONTROL AFTER TOUCHDOWN. CONTRIBUTING TO THE ACCIDENT WAS HIS LANDING AT THE WRONG AIRPORT.

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (C) PROPER ALIGNMENT - NOT ATTAINED - PILOT IN COMMAND
2. (F) LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - PILOT IN COMMAND
3. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. (F) LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
5. (F) LANDED AT WRONG AIRPORT - INATTENTIVE - PILOT IN COMMAND

Occurrence #2: NOSE GEAR COLLAPSED
Phase of Operation: LANDING - ROLL

Factual Information

Pilot Information

Certificate:	Private	Age:	27, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Unknown
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	October 4, 1989
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	94 hours (Total, all aircraft), 78 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	Registration:	N333AS
Model/Series:	A-23-19 A-23-19	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	MO-183
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	2250 lbs
Time Since Last Inspection:	0 Hrs	Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-320-E2C
Registered Owner:	L. DAVID RUSH	Rated Power:	150 Horsepower
Operator:		Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Night/bright
Observation Facility, Elevation:	CAK ,1228 ft msl	Distance from Accident Site:	15 Nautical Miles
Observation Time:	22:50 Local	Direction from Accident Site:	180°
Lowest Cloud Condition:	25000 ft AGL	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	20°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	13°C / 11°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	CLEVELAND , OH (BKL)	Type of Flight Plan Filed:	None
Destination:	AKRON , OH (AKR)	Type of Clearance:	None
Departure Time:	23:05 Local	Type of Airspace:	

Airport Information

Airport:	KENT STATE UNIVERSITY 1G3	Runway Surface Type:	Asphalt
Airport Elevation:	1150 ft msl	Runway Surface Condition:	Dry
Runway Used:	19	IFR Approach:	None
Runway Length/Width:	3965 ft / 60 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:	41.170753,-81.430702(est)

Administrative Information

Investigator In Charge (IIC): Bruce, William

Additional Participating Persons:

Original Publish Date: October 2, 1992

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=14675>

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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](#).