



Aviation Investigation Final Report

Location:	ADA, Oklahoma	Accident Number:	FTW88LA099
Date & Time:	May 12, 1988, 15:30 Local	Registration:	N7330R
Aircraft:	BEECH B55	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PLT SAID ALL PRE-FLT PREP WERE NORMAL INCLUDING AN ENG RUN-UP. THE TAKEOFF WAS BEING MADE WITH LIGHT WINDS. AFTER ROLLING ABOUT 300 FT THE ACFT BEGAN A SWERVE TO THE RT WHICH THE PLT PERCEIVED WAS ASSOCIATED WITH A LOSS OF PWR ON THE RT ENG. THE PLT INITIATED AN ABORT AND BEGAN HEAVY BRAKING. THE ACFT CONTINUED IN A RT SWERVE AND DEPARTED THE RT SIDE OF THE RWY. THE FIELD ADJACENT TO THE RWY WAS PLOWED AND WAS ROUGH AND UNEVEN. WHEN THE NOSE WHEEL ENCOUNTERED A 12 IN DEEP FURROW THE NOSE GEAR COLLAPSED AND THE ACFT NOSED OVER. FAA EXAMINED THE WRECKAGE AND COULD NOT FIND ANY EVIDENCE TO EXPLAIN THE REPORTED LOSS OF PWR. THE INSPECTOR SAID LOCKED BRAKE SKID MARKS WERE FOUND ON THE RWY WHICH COULD BE ASSOCIATED WITH THE MAIN GEAR OF THE ACFT. HE SAID THE SKID MARKS BEGAN OPPOSITE EACH OTHER AND LED TO THE FINAL RESTING PLACE OF THE ACFT.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: TAKEOFF - ROLL/RUN

Findings

1. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. (F) BRAKES(NORMAL) - IMPROPER USE OF - PILOT IN COMMAND

Occurrence #2: NOSE GEAR COLLAPSED

Phase of Operation: TAKEOFF - ABORTED

Findings

3. LANDING GEAR, NOSE GEAR - OVERLOAD
4. (F) TERRAIN CONDITION - ROUGH/UNEVEN
5. (F) OTHER AIRPORT/RUNWAY MAINTENANCE - INADEQUATE - AIRPORT PERSONNEL

Occurrence #3: NOSE OVER

Phase of Operation: TAKEOFF - ABORTED

Factual Information

Pilot Information

Certificate:	Private	Age:	55, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	November 4, 1986
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	1704 hours (Total, all aircraft), 491 hours (Total, this make and model), 1686 hours (Pilot In Command, all aircraft), 10 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N7330R
Model/Series:	B55 B55	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	TC-1788
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	March 30, 1988 Annual	Certified Max Gross Wt.:	5100 lbs
Time Since Last Inspection:		Engines:	2 Reciprocating
Airframe Total Time:	1767 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	IO-470-L
Registered Owner:	TERRY, JACK	Rated Power:	260 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:	Day
Observation Facility, Elevation:	ADM ,762 ft msl	Distance from Accident Site:	36 Nautical Miles
Observation Time:	15:54 Local	Direction from Accident Site:	210°
Lowest Cloud Condition:	Scattered / 5000 ft AGL	Visibility	25 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	12 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	190°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	31°C / 13°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(ADH)	Type of Flight Plan Filed:	None
Destination:	STILLWATER , OK (SWO)	Type of Clearance:	None
Departure Time:	15:30 Local	Type of Airspace:	Class G

Airport Information

Airport:	ADA MUNICIPAL ADH	Runway Surface Type:	Asphalt
Airport Elevation:	1008 ft msl	Runway Surface Condition:	Dry
Runway Used:	17	IFR Approach:	None
Runway Length/Width:	5000 ft / 100 ft	VFR Approach/Landing:	None

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:	34.770713,-96.660293(est)

Administrative Information

Investigator In Charge (IIC):	Wandel, Warren
Additional Participating Persons:	CARY E WILCOX; OKLAHOMA CITY , OK
Original Publish Date:	December 3, 1989
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=22639

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