



Aviation Investigation Final Report

Location:	LIVE OAK, Florida	Accident Number:	MIA86LA234
Date & Time:	August 12, 1986, 14:10 Local	Registration:	N58MC
Aircraft:	BEECH F-33-C	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

PLT NOTED APPROACHING THUNDERSTORM TO EAST AND ELECTED TO DEPART TO THE WEST DUE TO THE CURRENT WIND BEING CALM. DURING THE TAKEOFF ROLL A SUDDEN GUST FROM THE LEFT REAR CAUSED THE PILOT TO LOOSE DIRECTIONAL CONTROL AND THE AIRCRAFT WENT OFF THE LEFT SIDE OF THE RUNWAY COLLIDING WITH TREES.

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. (F) WEATHER CONDITION - GUSTS
2. (C) DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
3. (F) WEATHER CONDITION - THUNDERSTORM

Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: TAKEOFF - ROLL/RUN

Findings

4. OBJECT - TREE(S)

Factual Information

Pilot Information

Certificate:	Airline transport	Age:	58, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land; Multi-engine sea	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine; Instrument airplane	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical—no waivers/lim.	Last FAA Medical Exam:	September 17, 1984
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	4542 hours (Total, all aircraft), 2000 hours (Total, this make and model), 4201 hours (Pilot In Command, all aircraft), 40 hours (Last 90 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N58MC
Model/Series:	F-33-C F-33-C	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	CJ-143
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	February 5, 1986 Annual	Certified Max Gross Wt.:	3300 lbs
Time Since Last Inspection:	57 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1031 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	IO-520-B
Registered Owner:	EUGENE A. OLSEN	Rated Power:	285 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:	VLD ,204 ft msl	Distance from Accident Site:	27 Nautical Miles
Observation Time:	14:52 Local	Direction from Accident Site:	350°
Lowest Cloud Condition:	Unknown	Visibility	10 miles
Lowest Ceiling:	Broken / 2500 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	50°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	30°C / 22°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:	CRYSTAL RIVER , FL (X31)	Type of Clearance:	None
Departure Time:	14:10 Local	Type of Airspace:	Class G

Airport Information

Airport:	KITTYHAWK ESTATES FL09	Runway Surface Type:	Grass/turf
Airport Elevation:	90 ft msl	Runway Surface Condition:	Dry
Runway Used:	30	IFR Approach:	None
Runway Length/Width:	2600 ft / 150 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:	30.26901,-83.039703(est)

Administrative Information

Investigator In Charge (IIC):	Kennedy, Jeffrey
Additional Participating Persons:	BEVERLY MORTON; ORLANDO , FL
Original Publish Date:	
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=31692

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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](#).