



Aviation Investigation Final Report

Location:	TAMPA, Florida	Accident Number:	MIA98LA139
Date & Time:	April 20, 1998, 13:45 Local	Registration:	N338CB
Aircraft:	Beech 58	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation		

Analysis

The pilot stated that after touchdown, about 200 yards into the landing roll, the airplane sharply veered to the left. He applied right rudder and left engine power but the airplane rolled off the runway onto grass, then came to rest with the right main landing gear separated and the nose and left main landing gears collapsed. Postaccident examination of the brakes, tires, and nose landing gear centering mechanism revealed no evidence of preimpact failure or malfunction. Additionally, marks on the runway revealed that the airplane touched down with the longitudinal axis of the airplane not aligned with the runway.

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 runway alignment during touchdown.

Findings

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

Findings

1. (C) PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
2. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

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

Factual Information

On April 20, 1998, about 1345 eastern daylight time, a Beech 58, N338CB, registered to Davel Corporation, experienced a loss of directional control while landing at the Vandenberg Airport, Tampa, Florida. Visual meteorological conditions prevailed at the time and an IFR flight plan was filed for the 14 CFR Part 91 business flight. The airplane was substantially damaged and the private-rated pilot and one passenger were not injured. The flight originated at 0815 central daylight time, from the Jacksonville Municipal Airport, Jacksonville, Illinois.

The pilot stated that after touchdown on runway 36, about 200 yards down the runway, the airplane veered sharply to the left. He attempted to recover by application of full right rudder and applied left engine throttle. The airplane rolled off the left side of the runway and just before the airplane rolled across a cement drainage ditch, he reduced power on the left engine. The airplane then came to rest on a heading of about 150 degrees with the right main landing gear separated and the nose and left main gears collapsed.

Examination of the accident site by an FAA inspector revealed marks on the runway which indicated where the airplane touched down, rolled, departed the runway onto grass, and where the airplane came to rest. A copy of the inspector's statement is an attachment to this report.

Post accident examination of the left main landing gear wheel assembly revealed no evidence of a flat spot on the tire. The wheel was determined to rotate freely and examination of the wheel bearing revealed no evidence of preimpact failure or malfunction. All trim settings were found nearly centered, and the nose landing gear steering mechanism was checked with no discrepancies noted. Additionally, all three landing gear tires were inflated.

Pilot Information

Certificate:	Private	Age:	66, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	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:	May 23, 1997
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	6500 hours (Total, all aircraft), 4000 hours (Total, this make and model), 5 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	Registration:	N338CB
Model/Series:	58 58	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	TH1517
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	January 1, 1998 Annual	Certified Max Gross Wt.:	5500 lbs
Time Since Last Inspection:	30 Hrs	Engines:	2 Reciprocating
Airframe Total Time:	1820 Hrs	Engine Manufacturer:	Continental
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	IO-550C
Registered Owner:	DAVEL CORPORATION	Rated Power:	300 Horsepower
Operator:	DAVID R. HILL	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:	TPA ,27 ft msl	Distance from Accident Site:	10 Nautical Miles
Observation Time:	13:56 Local	Direction from Accident Site:	265°
Lowest Cloud Condition:	Unknown	Visibility	10 miles
Lowest Ceiling:	Overcast / 5500 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	26°C / 19°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	JACKSONVILLE , IL (IJX)	Type of Flight Plan Filed:	IFR
Destination:	(X16)	Type of Clearance:	None
Departure Time:	08:15 Local	Type of Airspace:	Class G

Airport Information

Airport:	VANDENBERG X16	Runway Surface Type:	Asphalt
Airport Elevation:	16 ft msl	Runway Surface Condition:	Dry
Runway Used:	36	IFR Approach:	
Runway Length/Width:	3260 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:	28.000047,-82.380798(est)

Administrative Information

Investigator In Charge (IIC):	Monville, Timothy
Additional Participating Persons:	DAVID A SMITH; TAMPA , FL
Original Publish Date:	December 8, 1998
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=38503

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