Aviation Investigation Final Report

Location:	BLOCK ISLAND, Rhode Island	**Accident Number:**	NYC94LA164
Date & Time:	September 1, 1994, 14:35 Local	**Registration:**	N445B
Aircraft:	BEECH F33A	**Aircraft Damage:**	Substantial
Defining Event:		**Injuries:**	1 Minor, 3 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT STATED THAT DURING A LANDING: 'AIRCRAFT FLARED...AND ROSE DUE TO GROUND EFFECT.' THE AIRPLANE FLOATED DOWN THE RUNWAY, AND THE TOUCHDOWN OCCURRED FAR DOWN THE RUNWAY. THE AIRPLANE EXITED THE END OF THE RUNWAY, AND THE PILOT APPLIED RIGHT BRAKE TO AVOID IMPACTING A FENCE. THE NOSE GEAR COLLAPSED, AND THE AIRPLANE IMPACTED THE ROUGH TERRAIN. THE FAA INSPECTOR STATED IN HIS REPORT: '...THE AIRCRAFT TOUCHED DOWN AT HIGH SPEED ON THE LAST 268 FEET OF USABLE RUNWAY. AFTER CONTINUING OFF THE RUNWAY AT HIGH SPEED, THE PILOT PLACED THE AIRCRAFT INTO A HARD RIGHT TURN.'

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot maintaining excessive airspeed during the landing, resulting in a touchdown on the runway with insufficient distance to stop, and a subsequent intentional ground loop and collision with the terrain. Also causal was the pilot's failure to abort the landing.

Findings

Occurrence #1: OVERRUN
Phase of Operation: LANDING - ROLL

Findings
1. (C) AIRSPEED - EXCESSIVE - PILOT IN COMMAND

2. (C) PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
3. (C) ABORTED LANDING - NOT PERFORMED - PILOT IN COMMAND

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

Findings
4. LANDING GEAR,NOSE GEAR - OVERLOAD
5. GROUND LOOP/SWERVE - INTENTIONAL - PILOT IN COMMAND

Factual Information

On Thursday, September 1, 1994, at 1435 eastern daylight time, a Beech F33A, N445B, registered to the Blue Sky Aviation Association, and piloted by George R. Niccolai, sustained substantial damage during a landing at the Block Island State Airport, Block Island, Rhode Island. The pilot and two of the passengers were not injured. One passenger received minor injuries. Visual meteorological conditions prevailed, and no flight plan was filed. The flight was being conducted under 14 CFR Part 91.

In his report, the pilot stated:

Speed was slowly reduced to 80 MPH on final. ....Aircraft flared at the "numbers" and rose due to ground effect...eased back as the aircraft began downward descent. Back pressure applied again and the same occurrence repeated.

Aircraft skidded off the runway onto grass overrun. Right rudder and brake was applied making aircraft turn to right and slide to stop.

The FAA Operations Inspector stated in his report:

While approaching runway 28...the aircraft touched down at high speed on the last 268 feet of usable runway. After continuing off the runway at speed, the pilot placed the aircraft into a hard right turn effectively "ground looping" to a stop.

The reported wind at the airport was 290 degrees at 9 knots.

Pilot Information

Certificate:	Commercial	**Age:**	57,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 2 Valid Medical--w/ waivers/lim	**Last FAA Medical Exam:**	December 22, 1993
Occupational Pilot:	UNK	**Last Flight Review or Equivalent:**	
Flight Time:	462 hours (Total, all aircraft), 21 hours (Total, this make and model), 4 hours (Last 90 days, all aircraft), 4 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	**Registration:**	N445B
Model/Series:	F33A F33A	**Aircraft Category:**	Airplane
Year of Manufacture:		**Amateur Built:**	
Airworthiness Certificate:	Normal	**Serial Number:**	CE-356
Landing Gear Type:	Retractable - Tricycle	**Seats:**	4
Date/Type of Last Inspection:	May 6, 1994 Annual	**Certified Max Gross Wt.:**	3400 lbs
Time Since Last Inspection:		**Engines:**	1 Reciprocating
Airframe Total Time:		**Engine Manufacturer:**	CONTINENTAL
ELT:	Installed, not activated	**Engine Model/Series:**	IO-520-BB
Registered Owner:	BLUE SKY AVIATION ASSOC.	**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:		**Distance from Accident Site:**	
Observation Time:		**Direction from Accident Site:**	
Lowest Cloud Condition:	Clear	**Visibility**	10 miles
Lowest Ceiling:	None	**Visibility (RVR):**	
Wind Speed/Gusts:	9 knots /	**Turbulence Type Forecast/Actual:**	/
Wind Direction:	290°	**Turbulence Severity Forecast/Actual:**	/
Altimeter Setting:	29 inches Hg	**Temperature/Dew Point:**	25°C / 19°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	HYANNIS , MA (HYA)	**Type of Flight Plan Filed:**	None
Destination:	(BID)	**Type of Clearance:**	None
Departure Time:	13:30 Local	**Type of Airspace:**	Class E

Airport Information

Airport:	BLOCK ISLAND STATE BID	**Runway Surface Type:**	Asphalt
Airport Elevation:	105 ft msl	**Runway Surface Condition:**	Dry
Runway Used:	28	**IFR Approach:**	
Runway Length/Width:	2501 ft / 100 ft	**VFR Approach/Landing:**	Full stop

Wreckage and Impact Information

Crew Injuries:	1 None	**Aircraft Damage:**	Substantial
Passenger Injuries:	1 Minor, 2 None	**Aircraft Fire:**	None
Ground Injuries:	N/A	**Aircraft Explosion:**	None
Total Injuries:	1 Minor, 3 None	**Latitude, Longitude:**	

Administrative Information

Investigator In Charge (IIC):	Leonard, Charles
Additional Participating Persons:	JAMES W VOLNER; BEDFORD , MA
Original Publish Date:	October 13, 1995
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=38822