



Aviation Investigation Final Report

Location:	LANCASTER, Pennsylvania	Accident Number:	NYC98LA052
Date & Time:	December 24, 1997, 09:55 Local	Registration:	N4133S
Aircraft:	Beech BE-33A	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor, 1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

During the landing flare the stall warning horn activated. The pilot added a small of power and lowered the nose slightly when the passenger in the right seat grabbed the controls and overpowered her. The airplane pitched up, went wing over to the left and impacted the runway.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: Passenger control interference which resulted in pilot's failure to maintain control of the airplane during landing.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (C) CONTROL INTERFERENCE - INTENTIONAL - PASSENGER
2. (C) AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Factual Information

On December 24, 1997, about 0955 eastern standard time, a Beech 33A, N4133S, was substantially damaged during landing at the Lancaster Airport (LNS), Lancaster Pennsylvania. The certificated private pilot received minor injuries, and the pilot rated passenger was not injured. Visual meteorological conditions prevailed and an instrument flight rules flight plan had been filed for the flight that departed the Michael J. Smith Field Airport, Beaufort, North Carolina, about 0740. The flight was conducted under 14 CFR Part 91.

In an interview with a Federal Aviation Administration (FAA) Inspector, the pilot stated the flight was normal and routine until 2 feet above runway 08, when the stall warning horn activated. The pilot said she added a small amount of power, and lowered the nose slightly when the passenger in the right seat grabbed the controls and over powered her. The airplane then pitched up and stalled to the left. The left wing and nose impacted the ground, and the airplane slid onto runway 31. The pilot also stated that she did not experience any mechanical malfunctions prior to the time when the passenger grabbed the controls.

The LNS Air Traffic Controller witnessed the accident. In a written statement he stated:

"...Bonanza 4133S came in IFR, visual to runway 8, pilot made a normal approach. In landing flare, bounced and went vertical, then dropped off on the left wing, impacting runway 31 nose first, then fell back onto its belly..."

In a telephone interview, a witness who observed the airplane on approach stated the plane was in a wings level attitude, when it suddenly pitched up, then went "wing over" to the left.

On scene examination of the wreckage by an FAA Inspector did not disclose any evidence of pre-impact abnormalities of the airframe or engine.

Pilot Information

Certificate:	Private	Age:	69,Female
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	August 8, 1997
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	1023 hours (Total, all aircraft), 600 hours (Total, this make and model), 1023 hours (Pilot In Command, all aircraft), 8 hours (Last 90 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	Registration:	N4133S
Model/Series:	BE-33A BE-33A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Utility	Serial Number:	CE591
Landing Gear Type:	Retractable - Tricycle	Seats:	5
Date/Type of Last Inspection:	January 8, 1997 Annual	Certified Max Gross Wt.:	3400 lbs
Time Since Last Inspection:	19 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1540 Hrs	Engine Manufacturer:	Continental
ELT:	Installed	Engine Model/Series:	I0520BA
Registered Owner:	ROBERT B. HUBER	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:	LNS ,403 ft msl	Distance from Accident Site:	
Observation Time:	10:07 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	15 miles
Lowest Ceiling:	Broken / 3000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	4°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	5°C / -1°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	BEAUFORT , NC (MRH)	Type of Flight Plan Filed:	IFR
Destination:	(LNS)	Type of Clearance:	IFR
Departure Time:	07:40 Local	Type of Airspace:	Class D

Airport Information

Airport:	LANCASTER LNS	Runway Surface Type:	Asphalt
Airport Elevation:	403 ft msl	Runway Surface Condition:	Dry
Runway Used:	8	IFR Approach:	Visual
Runway Length/Width:	5398 ft / 150 ft	VFR Approach/Landing:	Straight-in

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor, 1 None	Latitude, Longitude:	40.029315,-76.329391(est)

Administrative Information

Investigator In Charge (IIC):	Schiada, Luke
Additional Participating Persons:	JIM STEVENSON; HARRISBURG , PA
Original Publish Date:	November 6, 1998
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=39521

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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](#).