Aviation Investigation Final Report

Location:	ADA, Oklahoma	**Accident Number:**	FTW99LA248
Date & Time:	September 6, 1999, 17:00 Local	**Registration:**	N9576Y
Aircraft:	Beech 95-A55	**Aircraft Damage:**	Substantial
Defining Event:		**Injuries:**	1 Serious
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot lost control of the airplane during the landing flare/touchdown, and the airplane exited the runway and impacted a hangar. According to witnesses, the airplane's speed during the approach was 'fast.' The pilot stated that the airplane landed on runway 35 and 'veered left for unknown reasons.' The airplane exited the left side of the runway and traveled 500 yards, where it penetrated a steel sheeted hangar door with three-inch steel reinforcements. A person who previously flew with the pilot reported to the FAA that the pilot 'likes to land hot.' It was noted during the post-accident examination of the airframe that two of the three seat guides for the pilot's seat, which secured the seat legs to the seat tracks, were spread open. The center and right seat guides were dislodged from the seat tracks. No other anomalies with the airframe or engines were discovered.

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 directional control of the airplane during the landing flare/touchdown. Factors were the pilot's excessive approach speed and the partial failure of the seat guides for the pilot's seat.

Findings

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

Findings
1. (F) AIRSPEED - EXCESSIVE - PILOT IN COMMAND
2. (F) FUSELAGE,SEAT - FAILURE,PARTIAL
3. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

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

Findings
4. OBJECT - HANGAR/AIRPORT BUILDING

Factual Information

On September 6, 1999, at 1700 central daylight time, a Beech 95-A55 multi-engine airplane, N9576Y, was substantially damaged while landing at the Ada Municipal Airport, Ada, Oklahoma. The airplane was registered to and operated by Bedre Nut Company Inc., of Ada, Oklahoma. The private pilot, sole occupant of the airplane, sustained serious injuries. Visual meteorological conditions prevailed for the 14 Code of Federal Regulations Part 91 personal flight and no flight plan was filed. The local flight originated from the Ada Municipal Airport at 1500.

According to witnesses, who observed the airplane on approach to the runway, but did not see the airplane touchdown, the airplane appeared to be "coming in very fast." Another witness, who was located on the airport, stated that he heard "the engines operating at a high rate of speed," but did not see the airplane. According to the record of an interview, conducted by an FAA inspector, a person who had flown previously with the pilot stated that the pilot "likes to land hot." According to the pilot, the airplane landed on runway 35 and "veered left for unknown reasons." The airplane exited the left side of the runway, traveled approximately 500 yards, and contacted a hangar. The pilot stated that he does "not recall clearly the events during the skid from runway to hangar." According to a representative of Raytheon Aircraft Company, who examined the accident site, witness marks on the runway revealed that the airplane touched down "well left of the centerline with the left main tire initially." He stated that the airplane "touched down at an angle to the left of centerline approximately 5 degrees." The airplane exited the runway in a "left arcing turn, crossed three taxiways, and collided with a hangar." The airplane penetrated a steel sheeted hangar door, which was reinforced with three-inch steel framing, and then contacted an unoccupied airplane, which was in the hangar.

At 1753, the weather observation facility located at the McAlester Regional Airport, McAlester, Oklahoma, (located 38 miles east of the accident site) reported clear skies, visibility 10 miles, and calm winds.

The multi-engine rated pilot had accumulated a total of 4,470 hours, of which 656 hours were in multi-engine airplanes, and 12 hours were in the same make and model as the accident airplane.

The Beech Baron was examined at the site by an FAA inspector and the representative of Raytheon Aircraft Company. The right wing separated from the airframe outboard of the engine nacelle, and the left wing separated from the airframe approximately eight inches outboard of the flap/aileron intersection. The nose landing gear was collapsed. Control cable continuity was established for all flight control systems. The brakes were tested and operated normally, and no hydraulic fluid leakage was noted. On the pilot's seat, two of the three seat guides (the right and center guides), which secure the seat legs to the seat tracks, were spread

open. The right and center seat guides were dislodged from the seat tracks. No other anomalies with the airframe or engines were discovered.

The airplane underwent its last annual inspection on September 13, 1998, at 3,167.5 hours. At the time of the accident, the airplane had accumulated a total of 3,213.6 hours.

Pilot Information

Certificate:	Private	**Age:**	69,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:**	October 14, 1998
Occupational Pilot:	No	**Last Flight Review or Equivalent:**	
Flight Time:	4470 hours (Total, all aircraft), 12 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	**Registration:**	N9576Y
Model/Series:	95-A55 95-A55	**Aircraft Category:**	Airplane
Year of Manufacture:		**Amateur Built:**	
Airworthiness Certificate:	Normal	**Serial Number:**	TC-358
Landing Gear Type:	Retractable - Tricycle	**Seats:**	5
Date/Type of Last Inspection:	September 13, 1998 Annual	**Certified Max Gross Wt.:**	4880 lbs
Time Since Last Inspection:	46 Hrs	**Engines:**	2 Reciprocating
Airframe Total Time:	3168 Hrs	**Engine Manufacturer:**	Continental
ELT:	Installed, not activated	**Engine Model/Series:**	IO-470-L
Registered Owner:	BEDRE NUT COMPANY INC.	**Rated Power:**	260 Horsepower
Operator:	BILL G. CANTRELL	**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:	MLC ,760 ft msl	**Distance from Accident Site:**	38 Nautical Miles
Observation Time:	17:53 Local	**Direction from Accident Site:**	90°
Lowest Cloud Condition:	Clear	**Visibility**	10 miles
Lowest Ceiling:	None	**Visibility (RVR):**	
Wind Speed/Gusts:	/	**Turbulence Type Forecast/Actual:**	/
Wind Direction:	0°	**Turbulence Severity Forecast/Actual:**	/
Altimeter Setting:	29 inches Hg	**Temperature/Dew Point:**	29°C / 22°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(ADH)	**Type of Flight Plan Filed:**	None
Destination:		**Type of Clearance:**	
Departure Time:	15:00 Local	**Type of Airspace:**	Class E

Airport Information

Airport:	ADA MUNICIPAL ADH	**Runway Surface Type:**	Asphalt
Airport Elevation:	1016 ft msl	**Runway Surface Condition:**	Dry
Runway Used:	35	**IFR Approach:**	None
Runway Length/Width:	6203 ft / 100 ft	**VFR Approach/Landing:**	Straight-in

Wreckage and Impact Information

Crew Injuries:	1 Serious	**Aircraft Damage:**	Substantial
Passenger Injuries:		**Aircraft Fire:**	None
Ground Injuries:	N/A	**Aircraft Explosion:**	None
Total Injuries:	1 Serious	**Latitude, Longitude:**	34.770675,-96.660156(est)

Administrative Information

Investigator In Charge (IIC):	Snyder, Georgia
Additional Participating Persons:	RONALD J BECKER; OKLAHOMA CITY , OK
Original Publish Date:	November 30, 2000
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=47303