



Aviation Investigation Final Report

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|--------------------------------|--------------------------------------|-------------------------|-------------|
| Location: | WEST MILFORD, New Jersey | Accident Number: | NYC00LA148 |
| Date & Time: | June 1, 2000, 19:30 Local | Registration: | N100RF |
| Aircraft: | Beech 19 | Aircraft Damage: | Substantial |
| Defining Event: | | Injuries: | 1 None |
| Flight Conducted Under: | Part 91: General aviation - Personal | | |

Analysis

The pilot was executing his third touch-and-go of the flight when the accident happened. On approach, the flaps were fully extended. The approach was "slightly" steeper, and 2 to 3 knots faster than the previous approaches. Yoke back pressure was added, and the airplane climbed 2 to 3 feet higher. Fearing a hard landing, the pilot initiated a go-around, but before he could react, the airplane landed hard with a small bounce. After the bounce, and while the airplane was rolling unstabilized down the runway, the pilot continued with the go-around. He was not sure if he advanced the throttle and retracted the flaps, or vice versa. He did remember not re-trimming the airplane for takeoff, or applying full right rudder when the airplane started to drift left. While partially airborne, the airplane exited the left side of the runway, and the pilot aborted the go-around. The nose wheel contacted the ground, and the airplane nosed in. The pilot reported the winds as "mostly calm." In addition, he made no mention of any mechanical failures or malfunctions with the airplane.

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 during the aborted landing.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: LANDING - ABORTED

Findings

1. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: LANDING - ABORTED

Findings

2. TERRAIN CONDITION - DIRT BANK/RISING EMBANKMENT

Factual Information

On June 1, 2000, at 1930 Eastern Daylight Time, a Beech 19, N100RF, was substantially damaged during an aborted landing at the Greenwood Lake Airport, West Milford, New Jersey. The certificated private pilot was not injured. Visual meteorological conditions prevailed for the personal local flight. A flight plan was not filed, and the flight was conducted under 14 CFR Part 91.

According to the pilot, he was executing his third touch-and-go of the flight when the accident happened. The previous two touch-and-gos were completed without incident. On the third, he maneuvered the airplane for final, and established it on a "stabilized" approach for the runway-touch-down markers. The flaps were fully extended, and the airplane was trimmed for a "high" angle of attack. The pilot added that the approach was "slightly" steeper, and 2 to 3 knots faster, than the previous approaches, all the way to the flare.

The pilot initiated the flare, and the airplane began to float down the runway. Yoke back pressure was added, and the airplane climbed 2 to 3 feet higher. Fearing a hard landing, the pilot initiated a go-around, but before he could react, the airplane landed hard with a small bounce. After the bounce, and while the airplane was rolling unstabilized down the runway, the pilot continued with the go-around. He was not sure if he advanced the throttle and then retracted the flaps, or vice versa. He did remember not re-trimming the airplane for takeoff, or applying full right rudder when the airplane started to drift left.

While partially airborne, the airplane exited the left side of the runway, and the pilot aborted the go-around. After retarding the throttle, the airplane had enough speed to clear a small shallow ditch. After the ditch, the nose wheel contacted the ground, and the airplane nosed in.

The pilot reported the winds as "mostly calm." In addition, he made no mention of any mechanical failures or malfunction with the airplane.

Pilot Information

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|----------------------------------|---|--|-------------------|
| Certificate: | Private | Age: | 51, 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: | November 18, 1999 |
| Occupational Pilot: | UNK | Last Flight Review or Equivalent: | January 11, 2000 |
| Flight Time: | 137 hours (Total, all aircraft), 17 hours (Total, this make and model), 66 hours (Pilot In Command, all aircraft), 17 hours (Last 90 days, all aircraft), 1 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft) | | |

Aircraft and Owner/Operator Information

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|--------------------------------------|------------------------------|---------------------------------------|-----------------|
| Aircraft Make: | Beech | Registration: | N100RF |
| Model/Series: | 19 | Aircraft Category: | Airplane |
| Year of Manufacture: | | Amateur Built: | |
| Airworthiness Certificate: | Normal; Utility | Serial Number: | MB-580 |
| Landing Gear Type: | Tricycle | Seats: | 4 |
| Date/Type of Last Inspection: | August 19, 2000 Annual | Certified Max Gross Wt.: | 2150 lbs |
| Time Since Last Inspection: | 63 Hrs | Engines: | 1 Reciprocating |
| Airframe Total Time: | 4163 Hrs at time of accident | Engine Manufacturer: | Lycoming |
| ELT: | Installed, not activated | Engine Model/Series: | O-320 |
| Registered Owner: | ON HOSTER-ISHAY | Rated Power: | 150 Horsepower |
| Operator: | | Operating Certificate(s) Held: | None |

Meteorological Information and Flight Plan

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|---|----------------------------------|---|-------------------|
| Conditions at Accident Site: | Visual (VMC) | Condition of Light: | Day |
| Observation Facility, Elevation: | CDW,173 ft msl | Distance from Accident Site: | 20 Nautical Miles |
| Observation Time: | 19:53 Local | Direction from Accident Site: | 357° |
| Lowest Cloud Condition: | Clear | Visibility | 5 miles |
| Lowest Ceiling: | None | Visibility (RVR): | |
| Wind Speed/Gusts: | 3 knots / 0 knots | Turbulence Type Forecast/Actual: | / |
| Wind Direction: | 310° | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | 30.01 inches Hg | Temperature/Dew Point: | 28°C / 16°C |
| Precipitation and Obscuration: | No Obscuration; No Precipitation | | |
| Departure Point: | WEST MILFORD, NJ (4N1) | Type of Flight Plan Filed: | None |
| Destination: | | Type of Clearance: | None |
| Departure Time: | 19:20 Local | Type of Airspace: | Class G |

Airport Information

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|-----------------------------|--------------------|----------------------------------|---------------------------|
| Airport: | GREENWOOD LAKE 4N1 | Runway Surface Type: | Asphalt |
| Airport Elevation: | 791 ft msl | Runway Surface Condition: | Dry |
| Runway Used: | 24 | IFR Approach: | None |
| Runway Length/Width: | 4000 ft / 60 ft | VFR Approach/Landing: | Go around;Traffic pattern |

Wreckage and Impact Information

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|----------------------------|--------|-----------------------------|---------------------------|
| Crew Injuries: | 1 None | Aircraft Damage: | Substantial |
| Passenger Injuries: | | Aircraft Fire: | None |
| Ground Injuries: | N/A | Aircraft Explosion: | None |
| Total Injuries: | 1 None | Latitude, Longitude: | 40.299163,-74.521636(est) |

Administrative Information

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|--|---|
| Investigator In Charge (IIC): | Muzio, David |
| Additional Participating Persons: | EARL BRANHAM; FAA FSDO-5; TETERBORO, NJ |
| Original Publish Date: | November 25, 2003 |
| Last Revision Date: | |
| Investigation Class: | Class |
| Note: | The NTSB traveled to the scene of this accident. |
| Investigation Docket: | https://data.nts.gov/Docket?ProjectID=49331 |

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).