Aviation Investigation Final Report

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 damage 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, then 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

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

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

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

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

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

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.ntsb.gov/Docket?ProjectID=49331