



# Aviation Investigation Final Report

<b>Location:</b>	WEST MILFORD, New Jersey	<b>Accident Number:</b>	NYC00LA218
<b>Date &amp; Time:</b>	August 6, 2000, 11:30 Local	<b>Registration:</b>	N58TZ
<b>Aircraft:</b>	Beech BE-58	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

After completing a practice VOR approach, the pilot circled to land. The airplane landed on centerline, with the nose cocked 40 to 45 degrees to the left. The left main landing gear tire blew, and the airplane veered off the left side of the runway, and into a parked 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 landing flare and touchdown, which resulted in a blown tire, and a continued loss of directional control during the landing roll.

### Findings

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

#### Findings

1. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. LANDING GEAR, TIRE - RUPTURED

Occurrence #2: LOSS OF CONTROL - ON GROUND/WATER  
Phase of Operation: LANDING - ROLL

#### Findings

3. DIRECTIONAL CONTROL - NOT POSSIBLE

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Occurrence #3: ON GROUND/WATER COLLISION WITH OBJECT  
Phase of Operation: LANDING - ROLL

Findings

4. OBJECT - AIRCRAFT PARKED/STANDING

## Factual Information

On August 6, 2000, about 1130 Eastern Daylight Time, a Beech BE-58, N58TZ, was substantially damaged during a landing at Greenwood Lake Airport (4N1), West Milford, New Jersey. The certificated private pilot and the commercial pilot were not injured. Visual meteorological conditions prevailed at the time of the accident. No flight plan had been filed for the flight, between Essex County Airport (CDW), Caldwell, New Jersey, and West Milford. The personal flight was conducted under 14 CFR Part 91.

The private pilot stated that she was in the left seat, and the commercial pilot was in the right seat, acting as a safety observer. The private pilot flew a full, practice VOR RWY 6 approach to the airport. Since the active runway was Runway 24 at the time, she broke off the approach close to the field, and flew a left, visual pattern. On final approach, the airplane was "on glideslope, lined up with the centerline, and my airspeed at blue line. On short final, the air became 'squirrely'," so she used rudder pedals to maintain centerline. As the airplane crossed the runway threshold, the pilot reduced power to idle. "The landing appeared a little hard," and unknown to the pilot at the time, the airplane's left main tire had blown. The pilot attempted to keep the airplane on the runway, but it veered off the left side, and struck a Cessna 182RG which was tied down in a parking space.

According to a witness who was in his airplane at the hold short line at the time, the accident airplane made "s-turns" on the final approach Runway 24. "About 60 feet from the numbers, the aircraft pitched up, in what appeared to be an effort to flare the aircraft, estimated at 9 feet above the ground." The airplane then hit the ground on a 40- to 45-degree angle to the centerline, "so hard that it raised the dirt from the runway." The airplane bounced, and then landed with the left wheel on the grass and the right wheel on the runway. It veered to the left, and came to rest against a parked airplane.

The private pilot stated that she had about 404 hours of total flight time, with 28 hours in make and model. The commercial pilot-safety observer had about 556 hours of total flight time, with about 64 hours in make and model. The airplane was not equipped with right seat brakes.

Winds, recorded at an airport approximately 40 nautical miles to the south, about 15 minutes after the accident, were from 220 degrees true, at 8 knots.

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	43,Female
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	February 15, 2000
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	404 hours (Total, all aircraft), 28 hours (Total, this make and model), 226 hours (Pilot In Command, all aircraft), 19 hours (Last 90 days, all aircraft), 3 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Beech	<b>Registration:</b>	N58TZ
<b>Model/Series:</b>	BE-58 BE-58	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	TH-1758
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	6
<b>Date/Type of Last Inspection:</b>	March 3, 2000 Annual	<b>Certified Max Gross Wt.:</b>	5500 lbs
<b>Time Since Last Inspection:</b>	93 Hrs	<b>Engines:</b>	2 Reciprocating
<b>Airframe Total Time:</b>	670 Hrs	<b>Engine Manufacturer:</b>	Continental
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	IO-550
<b>Registered Owner:</b>	SHARON L. SINGER	<b>Rated Power:</b>	300 Horsepower
<b>Operator:</b>	OQR AVIATION	<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	MMU ,187 ft msl	<b>Distance from Accident Site:</b>	40 Nautical Miles
<b>Observation Time:</b>	11:45 Local	<b>Direction from Accident Site:</b>	200°
<b>Lowest Cloud Condition:</b>	Unknown	<b>Visibility</b>	7 miles
<b>Lowest Ceiling:</b>	Broken / 15000 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	8 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	220°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29 inches Hg	<b>Temperature/Dew Point:</b>	24°C / 18°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	CALDWELL , NJ (CDW )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	(4N1 )	<b>Type of Clearance:</b>	
<b>Departure Time:</b>	11:00 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	GREENWOOD LAKE AIRPORT 4N1	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	791 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	24	<b>IFR Approach:</b>	Circling;Practice;VOR
<b>Runway Length/Width:</b>	4000 ft / 60 ft	<b>VFR Approach/Landing:</b>	Full stop;Traffic pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	2 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 None	<b>Latitude, Longitude:</b>	

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Cox, Paul
<b>Additional Participating Persons:</b>	ANTHONY A ACOSTA; TETERBORO , NJ
<b>Original Publish Date:</b>	March 9, 2001
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	The NTSB traveled to the scene of this accident.
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=49903">https://data.ntsb.gov/Docket?ProjectID=49903</a>

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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](#).