



Aviation Investigation Final Report

Location:	Clanton, Alabama	Accident Number:	MIA02LA130
Date & Time:	July 6, 2002, 22:50 Local	Registration:	N550G
Aircraft:	Beech B50	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot stated that he did not like his alignment with the landing runway, so he attempted a go-around fairly close to the ground. He said that he pushed the throttles forward to obtain full power and the airplane immediately yawed to the left and the nose and right wing pitched up. He said that the left engine did not produce power and that he applied full right rudder control input, "pulled" the power, and pushed the nose over to counteract the yaw, but the airplane touched down on the runway, having yawed to the left, and departed the runway to the left into the grass and impacted a fence, incurring damage. The passenger stated that the pilot was performing a touch-and-go landing, and that the landing flare/touchdown was uneventful. He said that during the takeoff roll the aircraft began to veer to the left, and the pilot appeared to be applying corrective rudder input trying to maintain control, but was unsuccessful.

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 an aborted landing that resulted in a ground swerve and the airplane exiting the runway and collided with a fence, incurring damage.

Findings

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

Findings

1. (C) AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

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

Findings

3. OBJECT - FENCE

Factual Information

On July 6, 2002, about 2250, central daylight time, a Beech B50, N550G, registered to and operated by a private individual, as a Title 14 CFR part 91 personal flight, crashed while landing at Gragg-Wade Field, Clanton, Alabama. Visual meteorological conditions prevailed, and no flight plan was filed. The private-rated pilot and one pilot-rated passenger received no injuries, and the airplane incurred substantial damage. The flight originated in Pell City, Alabama, the same day, about 2130.

The pilot stated that as they approached to land, the approach was good until the very last "part", and he did not like his alignment with the landing runway, so he attempted a go-around fairly close to the ground. He said that as he pushed the throttles forward to obtain full power, the airplane immediately yawed to the left and the nose and right wing pitched up. He said that the left engine did not produce power and that he applied full right rudder control input, "pulled" the power, and pushed the nose over to counteract the yaw, but the airplane touched down on the runway, having yawed to the left, and departed the runway to the left into the grass and impacted a fence incurring damage.

The passenger stated that the pilot was performing a touch-and-go landing, and that the landing flare/touchdown was uneventful. He said that during the takeoff roll the aircraft began to veer to the left, and the pilot appeared to be applying corrective rudder input trying to maintain control, but was unsuccessful. He said the pilot even asked him if he had his feet on the rudder, and he replied no, stating that he had his feet flat on the floor.

The aircraft exited the runway to the left into the grass, and collided with steel beams which sheared off the landing gear, and damaged a wing as well as the horizontal stabilizer.

Pilot Information

Certificate:	Private	Age:	39, 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:	
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	June 19, 2000
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	September 22, 2000
Flight Time:	725 hours (Total, all aircraft), 160 hours (Total, this make and model), 578 hours (Pilot In Command, all aircraft), 37 hours (Last 90 days, all aircraft), 17 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	Registration:	N550G
Model/Series:	B50	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	CH19
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	Annual	Certified Max Gross Wt.:	6000 lbs
Time Since Last Inspection:	960 Hrs	Engines:	2 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	GO-435C2
Registered Owner:	Stephen W. Rennings	Rated Power:	260 Horsepower
Operator:		Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Night
Observation Facility, Elevation:	MGM,221 ft msl	Distance from Accident Site:	170 Nautical Miles
Observation Time:	09:53 Local	Direction from Accident Site:	40°
Lowest Cloud Condition:	Clear	Visibility	7 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	0 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.02 inches Hg	Temperature/Dew Point:	26°C / 23°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Pell City, AL (PLR)	Type of Flight Plan Filed:	None
Destination:	Clanton, AL (02A)	Type of Clearance:	None
Departure Time:	21:30 Local	Type of Airspace:	Class E

Airport Information

Airport:	Gragg-Wade Field 02A	Runway Surface Type:	Asphalt
Airport Elevation:	586 ft msl	Runway Surface Condition:	Dry
Runway Used:	26	IFR Approach:	
Runway Length/Width:	4000 ft / 100 ft	VFR Approach/Landing:	Go around;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	32.850555,-86.616668

Administrative Information

Investigator In Charge (IIC):	Lovell, John
Additional Participating Persons:	Stephen A Blansett; FAA FSDO; Vestivia Hills, AL
Original Publish Date:	December 6, 2002
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=55212

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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](#).