



Aviation Investigation Final Report

Location:	Big Bear, California	Accident Number:	WPR09CA018
Date & Time:	October 19, 2008, 12:45 Local	Registration:	N65HP
Aircraft:	Beech F33A	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	1 Minor, 1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot, who was a certified flight instructor (CFI), submitted a written statement. She had departed from a local airport and received flight following to her destination. After obtaining the wind information, which she recalled reporting winds from 240 degrees at 5 knots, gusting to 17 knots, she entered a left downwind for runway 26. The pilot landed on the runway and the airplane swerved to the right, departing the runway surface and impacting a parked airplane, a vehicle, and an airport hangar. The Safety Board investigator interviewed a CFI that departed from the same airport and was landing at the same destination as the accident flight. He also obtained flight following and overheard the communication between air traffic control and the accident pilot, and then landed behind her. He indicated that the winds were reported from 220 degrees at 5 knots. During the landing, the airplane went past the final approach leg and then entered a 270-degree turn to enter back into the traffic pattern. When the airplane entered onto the final leg he looked down and saw a cloud of dust. Approximately 5 minutes after the accident, an aviation routine weather report (METAR) for the airport was reporting, in part, winds from 240 degrees at 8 knots.

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 landing.

Findings

Aircraft

Directional control - Not attained/maintained

Factual Information

History of Flight

Landing-landing roll	Loss of control on ground (Defining event)
Landing-landing roll	Runway excursion
Landing-landing roll	Collision with terr/obj (non-CFIT)

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	52,Female
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane single-engine; Instrument airplane	Toxicology Performed:	No
Medical Certification:	Class 2 With waivers/limitations	Last FAA Medical Exam:	May 1, 2008
Occupational Pilot:	No	Last Flight Review or Equivalent:	December 30, 2006
Flight Time:	1535 hours (Total, all aircraft), 267 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	Registration:	N65HP
Model/Series:	F33A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	CE-610
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:		Certified Max Gross Wt.:	3400 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Teledyne Continental
ELT:		Engine Model/Series:	IO 520
Registered Owner:	Meiko Powers	Rated Power:	285 Horsepower
Operator:	Meiko Powers	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	L35,6752 ft msl	Distance from Accident Site:	
Observation Time:	12:50 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	240°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.23 inches Hg	Temperature/Dew Point:	17°C / -3°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Los Angeles, CA (WHP)	Type of Flight Plan Filed:	None
Destination:	Big Bear, CA (L35)	Type of Clearance:	VFR flight following
Departure Time:	12:15 Local	Type of Airspace:	

Airport Information

Airport:	Big Bear City L35	Runway Surface Type:	Asphalt
Airport Elevation:	6752 ft msl	Runway Surface Condition:	Dry
Runway Used:	26	IFR Approach:	None
Runway Length/Width:	5850 ft / 75 ft	VFR Approach/Landing:	Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor, 1 None	Latitude, Longitude:	34.263889,-116.856109(est)

Administrative Information

Investigator In Charge (IIC):	Dunks, Kristi
Additional Participating Persons:	Jim Ferguson; Federal Aviation Administration; Riverside, CA
Original Publish Date:	November 5, 2008
Last Revision Date:	
Investigation Class:	Class
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=69313

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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](#).