



Aviation Investigation Final Report

Location:	South Charleston, West Virginia	Accident Number:	ERA12CA182
Date & Time:	February 15, 2012, 11:15 Local	Registration:	N9460Q
Aircraft:	Beech 58	Aircraft Damage:	Substantial
Defining Event:	Runway excursion	Injuries:	2 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that he landed uneventfully; however, during the landing roll, he applied the brakes and the airplane veered off of the right side of the runway into mud and dirt. The pilot said that he added engine power in an attempt to get out of the mud and climb a small incline. He said that the airplane skidded across the ramp and collided with a parked airplane, a hangar, and an embankment. During the accident sequence, the airplane's main landing gear collapsed, resulting in substantial damage to the lower fuselage and right wing. Examination did not reveal any preimpact mechanical malfunctions or failures that would have precluded normal operation. Additionally, the pilot did not report any such malfunctions or failures.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's loss of directional control during the landing roll, which resulted in a runway excursion.

Findings

Aircraft	Directional control - Not attained/maintained
Personnel issues	Aircraft control - Pilot

Factual Information

History of Flight

Landing-landing roll	Runway excursion (Defining event)
Landing-landing roll	Collision with terr/obj (non-CFIT)

Pilot Information

Certificate:	Airline transport; Commercial; Flight instructor	Age:	80, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane; Helicopter	Second Pilot Present:	No
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine; Instrument airplane; Instrument helicopter	Toxicology Performed:	No
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	May 25, 2011
Occupational Pilot:	No	Last Flight Review or Equivalent:	September 14, 2011
Flight Time:	32000 hours (Total, all aircraft), 500 hours (Total, this make and model), 31000 hours (Pilot In Command, all aircraft), 60 hours (Last 90 days, all aircraft), 5 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	Registration:	N9460Q
Model/Series:	58	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	TH-207
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	March 14, 2011 Annual	Certified Max Gross Wt.:	5100 lbs
Time Since Last Inspection:	54 Hrs	Engines:	2 Reciprocating
Airframe Total Time:	4820 Hrs as of last inspection	Engine Manufacturer:	CONT MOTOR
ELT:	C91 installed, not activated	Engine Model/Series:	IO 520 SERIES
Registered Owner:	CASWELL BRUCE	Rated Power:	285 Horsepower
Operator:	CASWELL BRUCE	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	CRW,981 ft msl	Distance from Accident Site:	8 Nautical Miles
Observation Time:	14:54 Local	Direction from Accident Site:	249°
Lowest Cloud Condition:	Few / 12000 ft AGL	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	3 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	160°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.2 inches Hg	Temperature/Dew Point:	11°C / 1°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Charleston, WV (CRW)	Type of Flight Plan Filed:	None
Destination:	South Charleston, WV (WV12)	Type of Clearance:	VFR
Departure Time:	11:10 Local	Type of Airspace:	

Airport Information

Airport:	Mallory Airport WV12	Runway Surface Type:	Asphalt
Airport Elevation:	880 ft msl	Runway Surface Condition:	Dry
Runway Used:	33	IFR Approach:	Visual
Runway Length/Width:	2000 ft / 24 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Minor	Latitude, Longitude:	38.334445,-81.725555(est)

Administrative Information

Investigator In Charge (IIC):	Alleyne, Eric
Additional Participating Persons:	Brian Givens; FAA/FSDO; Charleston, WV
Original Publish Date:	November 7, 2012
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=82906

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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](#).