



# Aviation Investigation Final Report

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<b>Location:</b>	Oneida, Tennessee	<b>Accident Number:</b>	ERA14CA458
<b>Date &amp; Time:</b>	September 25, 2014, 15:10 Local	<b>Registration:</b>	N211PC
<b>Aircraft:</b>	Beech C90	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Runway excursion	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

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## Analysis

According to the pilot's written statement he departed runway 05 and the airplane veered "sharply" to the right. The pilot assumed a failure of the right engine and turned to initiate a landing on runway 23. Seconds after the airplane touched down it began to veer to the left. The pilot applied power to the left engine and right rudder, but the airplane departed the left side of the runway, the right main and nose landing gear collapsed and the airplane came to rest resulting in substantial damage to the right wing. The pilot reported that he had failed to configure the rudder trim prior to takeoff and that there were no preimpact mechanical malfunctions or anomalies that would have precluded normal operation.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The pilot's failure to properly configure the rudder trim for takeoff and his failure to maintain directional control during a precautionary landing, which resulted in a runway excursion and collision with terrain.

## Findings

<b>Aircraft</b>	Rudder control system - Incorrect use/operation
<b>Personnel issues</b>	Aircraft control - Pilot
<b>Aircraft</b>	Directional control - Not attained/maintained

## Factual Information

### History of Flight

<b>Prior to flight</b>	Preflight or dispatch event
<b>Landing</b>	Runway excursion (Defining event)
<b>Landing</b>	Collision with terr/obj (non-CFIT)

### Pilot Information

<b>Certificate:</b>	Airline transport; Flight instructor	<b>Age:</b>	78
<b>Airplane Rating(s):</b>	Single-engine land; Single-engine sea; Multi-engine land; Multi-engine sea	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	3-point
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	Airplane multi-engine; Airplane single-engine; Instrument airplane	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 With waivers/limitations	<b>Last FAA Medical Exam:</b>	December 17, 2013
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	July 29, 2014
<b>Flight Time:</b>	9956 hours (Total, all aircraft), 448.3 hours (Total, this make and model), 9345 hours (Pilot In Command, all aircraft), 67.3 hours (Last 90 days, all aircraft), 26 hours (Last 30 days, all aircraft), 0.6 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Beech	<b>Registration:</b>	N211PC
<b>Model/Series:</b>	C90	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	1980	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	LJ910
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	7
<b>Date/Type of Last Inspection:</b>	September 15, 2014 Continuous airworthiness	<b>Certified Max Gross Wt.:</b>	9989 lbs
<b>Time Since Last Inspection:</b>	373 Hrs	<b>Engines:</b>	2 Turbo prop
<b>Airframe Total Time:</b>	7203 Hrs as of last inspection	<b>Engine Manufacturer:</b>	Pratt and Whitney
<b>ELT:</b>	C126 installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	PT6A-21
<b>Registered Owner:</b>	REMOTE AREA MEDICAL FOUNDATION	<b>Rated Power:</b>	550 Horsepower
<b>Operator:</b>	REMOTE AREA MEDICAL FOUNDATION	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	EKQ,962 ft msl	<b>Distance from Accident Site:</b>	27 Nautical Miles
<b>Observation Time:</b>	14:56 Local	<b>Direction from Accident Site:</b>	310°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	7 knots /	<b>Turbulence Type Forecast/Actual:</b>	/ None
<b>Wind Direction:</b>	350°	<b>Turbulence Severity Forecast/Actual:</b>	/ N/A
<b>Altimeter Setting:</b>	30.23 inches Hg	<b>Temperature/Dew Point:</b>	27°C / 16°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	ONEIDA, TN (SCX )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	ONEIDA, TN (SCX )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	15:10 Local	<b>Type of Airspace:</b>	Class E

## Airport Information

<b>Airport:</b>	SCOTT MUNI SCX	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	1545 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	23	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	5506 ft / 75 ft	<b>VFR Approach/Landing:</b>	Full stop;Precautionary landing

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 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>	1 None	<b>Latitude, Longitude:</b>	36.455554,-84.58583(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Stein, Stephen
<b>Additional Participating Persons:</b>	David Alderman; FAA/FSDO; Nashville, TN
<b>Original Publish Date:</b>	February 11, 2015
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	This accident report documents the factual circumstances of this accident as described to the NTSB.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=90162">https://data.nts.gov/Docket?ProjectID=90162</a>

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