



Aviation Investigation Final Report

Location:	Flagstaff, Arizona	Accident Number:	WPR15LA132
Date & Time:	March 22, 2015, 11:15 Local	Registration:	N7628R
Aircraft:	Beech B23	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The private pilot reported that, during the takeoff roll for the local personal flight, the nosewheel seemed to turn slightly to the left. Rudder input maintained a straight path on the runway centerline, but the nosewheel side-skidded for a few seconds before the airplane lifted off. When the airplane returned for landing, the pilot stated that touchdown was smooth and uneventful. During the landing roll, the nosewheel turned slightly left, and he attempted to correct with full right rudder. The airplane continued to veer to the left, exited the runway, and impacted a precision approach path indicator (PAPI) light. The pilot stated that he felt that the right rudder bungee did not have enough pull to stop the nosewheel from continuing to turn more sharply to the left. However, a postaccident examination of the airplane and nosewheel steering mechanism did not reveal any mechanical anomalies that would have precluded normal operation. Thus, it is likely that the pilot failed to maintain directional control of the airplane during landing.

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 landing.

Findings

Aircraft	Directional control - Not attained/maintained
Personnel issues	Aircraft control - Pilot
Environmental issues	Runway/taxi/approach light - Contributed to outcome

Factual Information

History of Flight

Landing-landing roll	Loss of control on ground (Defining event)
Landing-landing roll	Collision during takeoff/land

On March 22, 2015, about 1115 mountain standard time, a Beech B23, N7628R, veered off runway 21 during the landing rollout at the Flagstaff Pulliam Airport (FLG), Flagstaff, Arizona. The private pilot/owner operated the airplane under the provisions of 14 *Code of Federal Regulations* Part 91 as a local area personal flight. The pilot and passenger were not injured. The airplane sustained substantial damage. Visual meteorological conditions prevailed for the local area flight, and no flight plan had been filed. The flight departed FLG about 1050.

According to the pilot, just prior to rotation for takeoff, the nose wheel seemed to turn left slightly, rudder input maintained a straight path on the runway centerline, but the nose wheel side skidded for a few seconds before he rotated. They flew for about an hour and then returned to the airport for a full stop landing. The pilot stated that touchdown was smooth and uneventful. During the landing rollout, the nose wheel turned slightly left, and he corrected for the condition with full right rudder. He felt that the right rudder bungee did not have enough pull to stop the nose wheel from continuing to turn more sharply to the left. The pilot applied right brake, but was not able to correct the turn to the left. The airplane tipped up on its nose wheel and right main landing gear, which caused the nose wheel to turn more to the left. The pilot applied full power and elevator to reduce the weight off the nose wheel in an attempt to turn it to the right. The right wing struck a precision approach path indicator (PAPI) box, and the pivot tube on the left wing caught the top of another PAPI box. After coming to a stop, the pilot and passenger exited the airplane.

Flagstaff airport reported wind from 230 degrees at 13 knots gusting to 20 knots.

The airplane was inspected by a Federal Aviation Administration (FAA) inspector, with no mechanical anomalies identified.

Pilot Information

Certificate:	Private	Age:	52, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Unknown
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	January 8, 2014
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	(Estimated) 122 hours (Total, all aircraft), 21 hours (Total, this make and model), 82 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	Registration:	N7628R
Model/Series:	B23	Aircraft Category:	Airplane
Year of Manufacture:	1969	Amateur Built:	
Airworthiness Certificate:	Aerobatic; Normal	Serial Number:	M-1249
Landing Gear Type:	Tricycle	Seats:	
Date/Type of Last Inspection:	July 1, 2014 Annual	Certified Max Gross Wt.:	2452 lbs
Time Since Last Inspection:	27 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	5370.65 Hrs at time of accident	Engine Manufacturer:	LYCOMING
ELT:	C91 installed, not activated	Engine Model/Series:	O-360-A4G
Registered Owner:	On file	Rated Power:	180 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	FLG,7014 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	10:57 Local	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	13 knots / 20 knots	Turbulence Type Forecast/Actual:	/ None
Wind Direction:	230°	Turbulence Severity Forecast/Actual:	/ N/A
Altimeter Setting:	30.29 inches Hg	Temperature/Dew Point:	13°C / -7°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Flagstaff, AZ (FLG)	Type of Flight Plan Filed:	None
Destination:	Flagstaff, AZ (FLG)	Type of Clearance:	None
Departure Time:	10:08 Local	Type of Airspace:	Class D

Airport Information

Airport:	FLAGSTAFF PULLIAM FLG	Runway Surface Type:	Asphalt
Airport Elevation:	7014 ft msl	Runway Surface Condition:	Dry
Runway Used:	21	IFR Approach:	None
Runway Length/Width:	8800 ft / 150 ft	VFR Approach/Landing:	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:	35.140277,-111.669166(est)

Administrative Information

Investigator In Charge (IIC):	Cornejo, Tealeye
Additional Participating Persons:	Troy Lent; Federal Aviation Administration; Scottsdale, AZ
Original Publish Date:	January 25, 2018
Last Revision Date:	
Investigation Class:	Class
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=90907

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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](#).