Aviation Investigation Final Report

Location:	Palmer, Alaska	**Accident Number:**	ANC17LA042
Date & Time:	August 4, 2017, 19:00 Local	**Registration:**	N6523T
Aircraft:	Beech 19A	**Aircraft Damage:**	Substantial
Defining Event:	Loss of control on ground	**Injuries:**	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

According to the private pilot, while landing at a remote, unimproved airstrip, the right main landing (MLG) tire impacted a rock. The airplane then began to veer right, and the MLG collapsed, which resulted in substantial damage to the empennage and horizontal stabilizer.

Postaccident examination of the airplane revealed that the right MLG separated near its attachment point. Visual and magnified optical examinations of the fractured surfaces revealed features consistent with a bending overstress fracture. Due to the pilot's selection of unsuitable terrain to land, the right main tire impacted a rock, which resulted in the subsequent loss of directional control and collapse of the right MLG.

Probable Cause and Findings

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

The pilot's selection of unsuitable terrain for landing, which resulted in the right main landing (MLG) tire impacting a rock and the subsequent loss of directional control and collapse of the right MLG.

Findings

Personnel issues	Decision making/judgment - Pilot
Environmental issues	(general) - Decision related to condition
Environmental issues	Debris/dirt/foreign object - Effect on operation

Factual Information

History of Flight

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

On August 4, 2017, about 1900 Alaska daylight time, a tricycle gear equipped Beech BE19 airplane, N6523T, sustained substantial damage while landing at a remote unimproved airstrip, about 25 miles southeast of Palmer, Alaska. The airplane was being operated by the pilot as a 14 *Code of Federal Regulations* Part 91 visual flight rules flight. The private pilot and passenger were not injured. Visual meteorological conditions prevailed, and no flight plan had been filed. The flight departed Merrill Field Airport (PAMR), Anchorage, Alaska at about 1745.

According to the pilot, while landing at a remote unimproved airstrip, the right main tire impacted a rock. The airplane began to veer to the right, and the right main gear collapsed, which resulted in substantial damage to the empennage and horizontal stabilizer.

A National Transportation Safety Board (NTSB) Senior Metallurgist reported that visual and magnified optical examination of the fractured surfaces revealed features consistent with a bending overstress separation. No indications of preexisting fatigue, corrosion or significant porosity were detected. (A synopsis of the NTSB Metallurgist's case review is included in the public docket for this accident.)

In the recommendation section of the NTSB Accident/Incident Reporting Form 6120.1, the pilot stated that the accident may have been avoided if the Federal Aviation Administration or Alaska Department of Transportation would have provided minimal funding to local pilot groups to provide minimal maintenance of routinely used backcountry airstrips.

Pilot Information

Certificate:	Private	**Age:**	33,Male
Airplane Rating(s):	Single-engine land	**Seat Occupied:**	Left
Other Aircraft Rating(s):	None	**Restraint Used:**	Unknown
Instrument Rating(s):	Airplane	**Second Pilot Present:**	No
Instructor Rating(s):	None	**Toxicology Performed:**	No
Medical Certification:	Class 2 Without waivers/limitations	**Last FAA Medical Exam:**	August 20, 2015
Occupational Pilot:	No	**Last Flight Review or Equivalent:**	
Flight Time:	1200 hours (Total, all aircraft), 303 hours (Total, this make and model), 1127 hours (Pilot In Command, all aircraft), 62 hours (Last 90 days, all aircraft), 26 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	**Registration:**	N6523T
Model/Series:	19A A	**Aircraft Category:**	Airplane
Year of Manufacture:	1968	**Amateur Built:**	
Airworthiness Certificate:	Normal	**Serial Number:**	MB-357
Landing Gear Type:	Tricycle	**Seats:**	4
Date/Type of Last Inspection:	June 9, 2017 Annual	**Certified Max Gross Wt.:**	2250 lbs
Time Since Last Inspection:		**Engines:**	1 Reciprocating
Airframe Total Time:	3802.03 Hrs at time of accident	**Engine Manufacturer:**	LYCOMING
ELT:	C126 installed, not activated	**Engine Model/Series:**	O-320 SERIES
Registered Owner:	On file	**Rated Power:**	160 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:	PAAQ	**Distance from Accident Site:**	25 Nautical Miles
Observation Time:	02:53 Local	**Direction from Accident Site:**	318°
Lowest Cloud Condition:	Clear	**Visibility**	10 miles
Lowest Ceiling:	None	**Visibility (RVR):**	
Wind Speed/Gusts:	3 knots /	**Turbulence Type Forecast/Actual:**	/
Wind Direction:	190°	**Turbulence Severity Forecast/Actual:**	/
Altimeter Setting:	30.19 inches Hg	**Temperature/Dew Point:**	22°C / 13°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	ANCHORAGE, AK (MRI)	**Type of Flight Plan Filed:**	None
Destination:	ANCHORAGE, AK (MRI)	**Type of Clearance:**	None
Departure Time:		**Type of Airspace:**	Class G

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:**	62.521945,-148.587219(est)

Administrative Information

Investigator In Charge (IIC):	Banning, David
Additional Participating Persons:	
Original Publish Date:	November 6, 2019
Last Revision Date:	
Investigation Class:	Class
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=95768