



# Aviation Investigation Final Report

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<b>Location:</b>	Scottsdale, Arizona	<b>Accident Number:</b>	GAA18CA109
<b>Date &amp; Time:</b>	January 16, 2018, 16:00 Local	<b>Registration:</b>	CFESG
<b>Aircraft:</b>	Beech B60	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Loss of control on ground	<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

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## Analysis

The pilot reported that, during the approach, he flew the airplane about 10 knots faster than normal due to other traffic's wake turbulence. He added that, while decelerating during the landing roll, the airplane veered to the left. He applied right rudder but to no avail. The airplane veered off the runway to the left, struck a taxiway sign, and the nose landing gear collapsed.

The airplane sustained substantial damage to the pressure vessel.

During postaccident examination, the pilot observed that the left tire had blown out. The tire exhibited a flat, bald spot about the width of the tire. The tire fabric threads were visible around a hole in the tire, consistent with a skid.

In a followup conversation with the National Transportation Safety Board (NTSB) investigator-in-charge (IIC), the pilot reported that, during the approach, he verified brake hydraulic pressure. He added that he checked that his heels were on the floor and that he was the sole manipulator of the controls during landing.

The airport Operations Manager reported that, during the recovery process, there were no observed fluids around the main landing gear. He added that the airport surveillance video captured the landing sequence, which showed that there was "quite a bit of smoke" from the left tire during touchdown.

The airplane's logbooks indicated that the most recent maintenance work was done a month before the accident. The mechanic who worked on the airplane reported that the pilot requested work on the oleo struts but not to the brake system. He added that, during the oleo strut maintenance, the brakes were unbolted and set aside until reassembly. After the oleo strut work was completed, the mechanic ran up the airplane, taxied around, and tested the brake with no observed abnormalities.

An NTSB IIC and Federal Aviation Administration inspector examined the wreckage and the NTSB IIC reported that the left brake rotor was normal in color and had minimal wear; the right main landing gear

was unremarkable. He added that the brake pedals were actuated, and pressure was heard at both main landing gear brake assemblies. The brake pedal foot pressure was also unremarkable.

## Probable Cause and Findings

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

The pilot's improper brake application during landing, which resulted in a tire blowout and a loss of directional control.

### Findings

<b>Aircraft</b>	Directional control - Attain/maintain not possible
<b>Personnel issues</b>	Aircraft control - Pilot
<b>Aircraft</b>	Brake - Incorrect use/operation
<b>Environmental issues</b>	Sign/marker - Contributed to outcome

## Factual Information

### History of Flight

<b>Landing</b>	Miscellaneous/other
<b>Landing</b>	Loss of control on ground (Defining event)
<b>Landing</b>	Attempted remediation/recovery
<b>Landing</b>	Runway excursion
<b>Landing</b>	Collision with terr/obj (non-CFIT)
<b>Landing</b>	Landing gear collapse

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	65, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<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>	Yes
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 With waivers/limitations	<b>Last FAA Medical Exam:</b>	November 1, 2017
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	April 14, 2017
<b>Flight Time:</b>	(Estimated) 901 hours (Total, all aircraft), 51 hours (Total, this make and model), 606 hours (Pilot In Command, all aircraft), 19 hours (Last 90 days, all aircraft), 13 hours (Last 30 days, all aircraft), 7 hours (Last 24 hours, all aircraft)		

## Pilot Information

<b>Certificate:</b>	Airline transport; Flight instructor	<b>Age:</b>	59
<b>Airplane Rating(s):</b>	Single-engine land; Single-engine sea; Multi-engine land	<b>Seat Occupied:</b>	Right
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	3-point
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	Airplane multi-engine; Airplane single-engine; Instrument airplane	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 Without waivers/limitations	<b>Last FAA Medical Exam:</b>	July 29, 2017
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	March 17, 2017
<b>Flight Time:</b>	(Estimated) 17000 hours (Total, all aircraft), 55 hours (Total, this make and model), 16500 hours (Pilot In Command, all aircraft), 30 hours (Last 90 days, all aircraft), 13 hours (Last 30 days, all aircraft), 7 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Beech	<b>Registration:</b>	CFESG
<b>Model/Series:</b>	B60	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	1982	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	P-595
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	6
<b>Date/Type of Last Inspection:</b>	August 11, 2017 Annual	<b>Certified Max Gross Wt.:</b>	7000 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	2 Reciprocating
<b>Airframe Total Time:</b>	4027.3 Hrs at time of accident	<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	C126 installed, not activated	<b>Engine Model/Series:</b>	TIO-541-E1C4
<b>Registered Owner:</b>	2190089 Ontario Inc.	<b>Rated Power:</b>	380 Horsepower
<b>Operator:</b>	2190089 Ontario Inc.	<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>	KSDL,1473 ft msl	<b>Distance from Accident Site:</b>	0 Nautical Miles
<b>Observation Time:</b>	22:53 Local	<b>Direction from Accident Site:</b>	46°
<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>	9 knots /	<b>Turbulence Type Forecast/Actual:</b>	/ None
<b>Wind Direction:</b>	110°	<b>Turbulence Severity Forecast/Actual:</b>	/ N/A
<b>Altimeter Setting:</b>	30.1 inches Hg	<b>Temperature/Dew Point:</b>	21°C / -3°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	ALBUQUERQUE, NM (ABQ)	<b>Type of Flight Plan Filed:</b>	IFR
<b>Destination:</b>	Scottsdale, AZ (SDL)	<b>Type of Clearance:</b>	IFR
<b>Departure Time:</b>	14:24 Local	<b>Type of Airspace:</b>	Class D

## Airport Information

<b>Airport:</b>	SCOTTSDALE SDL	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	1510 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	21	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	8249 ft / 100 ft	<b>VFR Approach/Landing:</b>	Full stop;Straight-in

## Wreckage and Impact Information

<b>Crew Injuries:</b>	2 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>	2 None	<b>Latitude, Longitude:</b>	33.621112,-111.91333(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Benhoff, Kathryn
<b>Additional Participating Persons:</b>	John Schroeder; FAA; Scottsdale, AZ
<b>Original Publish Date:</b>	June 14, 2018
<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=96629">https://data.nts.gov/Docket?ProjectID=96629</a>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).