		NTSB ID: ERA13LA191		Aircraft Registration Number: N37480	
		Occurrence Date: 04/05/2013		Most Critical Injury: Minor	
		Occurrence Type: Accident		Investigated By: NTSB	
Location/Time					
Nearest City/Place Hammonton		State NJ	Zip Code 08037	Local Time 1150	Time Zone EDT
Airport Proximity: On Airport/Airstrip		Distance From Landing Facility: 0			
Aircraft Information Summary					
Aircraft Manufacturer CESSNA		Model/Series 414		Type of Aircraft Airplane	
Revenue Sightseeing Flight: No			Air Medical Transport Flight: No		
Narrative					
<p>Brief narrative statement of facts, conditions and circumstances pertinent to the accident/incident:</p> <p>*** Note: NTSB investigators may not have traveled in support of this investigation and used data provided by various sources to prepare this aircraft accident report. ***</p> <p>On April 5, 2013, about 1150 eastern daylight time, a Cessna 414, N37480, registered to and operated by a private individual, was substantially damaged when it veered off the runway while landing at Hammonton Municipal Airport (N81), Hammonton, New Jersey. The private pilot was not injured and the commercial pilot-rated passenger received minor injuries. Visual meteorological conditions prevailed, and an instrument flight rules flight plan was filed for the flight. The flight originated from Montgomery County Airpark (GAI), Gaithersburg, Maryland about 1105 and was destined for N81. The personal flight was conducted under the provisions of Title 14 Code of Federal Regulations Part 91.</p> <p>The airplane was being repositioned to N81 in order for the owner's insurance adjuster and a local mechanic to physically inspect previous claim work for damage done during ground handling following Hurricane Sandy.</p> <p>The pilot reported lowering the landing gear during the approach to runway 03, and confirmed that they were extended by observing the landing gear position indicator lights. Immediately after touchdown, the airplane veered to the left. The pilot applied full right rudder, but the airplane continued to veer to the left. After departing the left side of the runway, the airplane struck several trees and was subsequently engulfed in a post-crash fire.</p> <p>According to FAA records, the pilot held a private certificate, with ratings for airplane single- and multiengine land. His most recent FAA third class medical certificate was issued on January 2, 2013. As of April 5, 2013, the pilot reported a total of 587 total hours of flight experience, of which 120 hours were in the same make and model as the accident airplane.</p> <p>The seven-seat, twin-engine, low-wing, retractable tricycle-gear airplane was manufactured in 1977 and was equipped with two Continental Motors TSIO-520, 520-hp engines. Review of the airplane's maintenance logbooks revealed that its most recent annual inspection was completed on October 26, 2012. At the time of inspection, the airplane had accumulated 9,335 total hours in service. The number one and two engines accumulated approximately 735 and 157 total hours of operation since overhaul, respectively. The airplane had flown about three hours since the most recent annual inspection.</p> <p>The 1154 recorded weather observation at Atlantic City International Airport (ACY), Atlantic City, New Jersey, located about 15 miles southeast of the accident site, included wind from 330 degrees at 13 knots, 10 miles visibility, few clouds at 1,600 feet, temperature 11 degrees C, dew point 4 degrees C, and a barometric altimeter setting of 29.83 inches of mercury.</p> <p>N81 was a non-tower-controlled airport equipped with one asphalt runway, oriented in a 03/21 configuration.</p>					
FACTUAL REPORT - AVIATION					

National Transportation Safety Board

FACTUAL REPORT

AVIATION

NTSB ID: ERA13LA191

Occurrence Date: 04/05/2013

Occurrence Type: Accident

Narrative (Continued)


The runway was 3,601 feet in length and 75 feet wide. The field elevation for the airport was 65 feet mean sea level.


Examination of the accident site and surrounding area by a Federal Aviation Administration (FAA) inspector revealed the left wing impacted several 4 to 6 inch-diameter trees prior to separating from the aircraft. The airplane then spun to the left, with fuel from the severed wing splashing on the nose section of the airplane and onto the hot left engine. The fuel ignited and caused substantial damage to the left engine and forward left section of the fuselage.

Post-accident examination also revealed that the nose landing gear (NLG) had separated from its mount at the nose trunnion. Further investigation revealed that the left NLG trunnion lug had sheared from the trunnion assembly. The fractured lug was sent to the manufacturer for fractographic examination. The examination revealed a pre-existing crack at the surface of the NLG trunnion lug. The crack was approximately 0.015 inch deep at the time of final fracture. Subsequent investigation revealed that the fractured component was taken from a Cessna 310 airplane, and had accumulated approximately 20,000 service hours. According to maintenance records, on March 12, 2013, the nose gear attached tunnel and forward bulkhead were repaired as part of the filed insurance claim, and the nose gear trunnion assembly was replaced at this time.

Cessna Multi-engine Service Bulletin MEB88-5 (Revision 2), Nose Gear Trunnion/Replacement, stated the preferred inspection method for the side lug area was a surface eddy current inspection. An alternate fluorescent penetrant inspection may be used for those facilities without eddy current inspection capabilities. However, MEB88-5 was not a federally mandated requirement for all owner/operators to accomplish. Subsequently, the subject trunnion assembly installed on the accident airplane had received only a visual examination prior to installation.

Updated on Dec 4 2013 10:35AM

 National Transportation Safety Board FACTUAL REPORT AVIATION		NTSB ID: ERA13LA191			
		Occurrence Date: 04/05/2013			
		Occurrence Type: Accident			
Landing Facility/Approach Information					
Airport Name Hammonton Municipal Arprt	Airport ID: N81	Airport Elevation 65 Ft. MSL	Runway Used 03	Runway Length 3601	Runway Width 75
Runway Surface Type: Asphalt					
Runway Surface Condition: Dry					
Approach/Arrival Flown: NONE					
VFR Approach/Landing: Traffic Pattern					
Aircraft Information					
Aircraft Manufacturer CESSNA		Model/Series 414		Serial Number 414-0958	
Airworthiness Certificate(s): Normal					
Landing Gear Type: Retractable - Tricycle					
Amateur Built Acft? No		Number of Seats: 7		Certified Max Gross Wt. 7105 LBS	
Number of Engines: 2		Engine Type: Turbo Shaft		Engine Manufacturer: Continental	
Model/Series: TSIO-520		Rated Power: 520 HP			
- Aircraft Inspection Information					
Type of Last Inspection Annual		Date of Last Inspection 10/2012		Time Since Last Inspection 3 Hours	
Airframe Total Time 9376 Hours					
- Emergency Locator Transmitter (ELT) Information					
ELT Installed?/Type Yes / C91-A		ELT Operated? Yes		ELT Aided in Locating Accident Site? No	
Owner/Operator Information					
Registered Aircraft Owner Luis Terry		Street Address			
		City Damascus		State MD	
		Zip Code 20872			
Operator of Aircraft Luis Terry		Street Address			
		City Damascus		State MD	
		Zip Code 20872			
Operator Does Business As:				Operator Designator Code:	
- Type of U.S. Certificate(s) Held: None					
Air Carrier Operating Certificate(s):					
Operating Certificate:			Operator Certificate:		
Regulation Flight Conducted Under: Part 91: General Aviation					
Type of Flight Operation Conducted: Personal					

 <p>National Transportation Safety Board FACTUAL REPORT AVIATION</p>	NTSB ID: ERA13LA191
	Occurrence Date: 04/05/2013
	Occurrence Type: Accident

First Pilot Information

Name	City	State	Date of Birth	Age
	On File	On File		53

Sex: M	Seat Occupied: Left	Occupational Pilot? No	Certificate Number:
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Certificate(s): Private

Airplane Rating(s): Multi-engine Land; Single-engine Land

Rotorcraft/Glider/LTA: None

Instrument Rating(s): None

Instructor Rating(s): None

Current Biennial Flight Review? 01/2012

Medical Cert.: Class 3	Medical Cert. Status: With Waivers/Limitations	Date of Last Medical Exam: 01/2013
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- Flight Time Matrix	All A/C	This Make and Model	Airplane Single Engine	Airplane Multi-Engine	Night	Instrument		Rotorcraft	Glider	Lighter Than Air
						Actual	Simulated			
Total Time	587	120	415	172	140	50				
Pilot In Command(PIC)	480	80	535	120	140					
Instructor										
Instruction Received										
Last 90 Days	22		22	1		8				
Last 30 Days	14	1	13							
Last 24 Hours										

Seatbelt Used? Yes	Shoulder Harness Used? Yes	Toxicology Performed? No	Second Pilot? Yes
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Flight Plan/Itinerary

Type of Flight Plan Filed: VFR/IFR

Departure Point	State	Airport Identifier	Departure Time	Time Zone
Gaithersburg	MD	GAI	1100	EDT


Destination	State	Airport Identifier	
Hammonton	NJ	N81	

Type of Clearance: IFR; VFR

Type of Airspace:

Weather Information

Source of Wx Information:
Commercial Weather Service; National Weather Service

 <p>National Transportation Safety Board FACTUAL REPORT AVIATION</p>	NTSB ID: ERA13LA191
	Occurrence Date: 04/05/2013
	Occurrence Type: Accident

Weather Information

WOF ID	Observation Time	Time Zone	WOF Elevation	WOF Distance From Accident Site	Direction From Accident Site
ACY	1154	EDT	74 Ft. MSL	15 NM	127 Deg. Mag.

Sky/Lowest Cloud Condition: Few	1600 Ft. AGL	Condition of Light: Day
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Lowest Ceiling: None	Ft. AGL	Visibility: 10	SM	Altimeter: 29.83	"Hg
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Temperature: 11 °C	Dew Point: 4 °C	Weather Conditions at Accident Site: Visual Conditions
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Wind Direction: 330	Wind Speed: 13	Wind Gusts:
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Visibility (RVR): Ft.	Visibility (RVV) SM	
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Precip and/or Obscuration:
No Obscuration; No Precipitation

Accident Information

Aircraft Damage: Substantial	Aircraft Fire: Ground	Aircraft Explosion: None
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- Injury Summary Matrix	Fatal	Serious	Minor	None	TOTAL
First Pilot				1	1
Second Pilot			1		1
Student Pilot					
Flight Instructor					
Check Pilot					
Flight Engineer					
Cabin Attendants					
Other Crew					
Passengers					
- TOTAL ABOARD -			1	1	2
Other Ground					
- GRAND TOTAL -			1	1	2

 National Transportation Safety Board FACTUAL REPORT AVIATION	NTSB ID: ERA13LA191	
	Occurrence Date: 04/05/2013	
	Occurrence Type: Accident	

Administrative Information

Investigator-In-Charge (IIC)

John J. Neylon

Additional Persons Participating in This Accident/Incident Investigation:

Timothy Griffin
FAA/FSDO
Philadelphia, PA

Steve Miller
Cessna Aircraft Company
Wichita, KS