



National Transportation Safety Board Aviation Accident Final Report

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|--------------------------------|--------------------------------------|-------------------------|-------------|
| Location: | MONROE, NC | Accident Number: | MIA00LA155 |
| Date & Time: | 05/14/2000, 1600 EDT | Registration: | N6082 |
| Aircraft: | Beech 18 | Aircraft Damage: | Substantial |
| Defining Event: | | Injuries: | 1 None |
| Flight Conducted Under: | Part 91: General Aviation - Personal | | |

Analysis

The airplane bounced on landing and started to swerve on the landing roll. The pilot attempted a go-around. The left engine hesitated and the right engine developed power. The pilot lost directional control, the airplane went off the left side of the runway and collapsed the left main landing gear.

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 an attempted go-around, resulting in a loss of directional control, and subsequent collapse of the left main landing gear after the airplane departed the runway.

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: GO-AROUND (VFR)

Findings

1. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2: GEAR COLLAPSED
Phase of Operation: GO-AROUND (VFR)

Factual Information

On May 14, 2000, at about 1600 eastern daylight time, a Beech 18, N6082, registered to a private owner, operating as a 14 CFR Part 91 personal flight, experienced a loss of control on-ground while attempting a go-around at Monroe Airport, Monroe, North Carolina. Visual meteorological conditions prevailed and no flight plan was filed. The airplane sustained substantial damage. The commercial pilot reported no injuries. The flight originated from Pell City, Alabama, about 2 hours 15 minutes before the accident.

The pilot stated he entered the traffic pattern for a left downwind to runway 05. The airplane bounced on landing, and the airplane started to swerve on landing rollout. He applied power to make a go-around. The left engine hesitated and the right engine developed power. He lost directional control, the airplane went off the left side of the runway and the left main landing gear collapsed.

Pilot Information

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|----------------------------------|--|--|------------|
| Certificate: | Commercial | Age: | 36, Male |
| Airplane Rating(s): | Multi-engine Land; Single-engine Land | Seat Occupied: | Left |
| Other Aircraft Rating(s): | None | Restraint Used: | Seatbelt |
| Instrument Rating(s): | Airplane | Second Pilot Present: | No |
| Instructor Rating(s): | None | Toxicology Performed: | No |
| Medical Certification: | Class 2 Valid Medical--no waivers/lim. | Last FAA Medical Exam: | 04/30/1999 |
| Occupational Pilot: | | Last Flight Review or Equivalent: | |
| Flight Time: | 1302 hours (Total, all aircraft), 37 hours (Total, this make and model), 1230 hours (Pilot In Command, all aircraft), 220 hours (Last 90 days, all aircraft), 69 hours (Last 30 days, all aircraft), 7 hours (Last 24 hours, all aircraft) | | |

Aircraft and Owner/Operator Information

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|-------------------------------|--------------------------|--------------------------------|-----------------|
| Aircraft Make: | Beech | Registration: | N6082 |
| Model/Series: | 18 18 | Aircraft Category: | Airplane |
| Year of Manufacture: | | Amateur Built: | No |
| Airworthiness Certificate: | Normal | Serial Number: | 45-1207 |
| Landing Gear Type: | Retractable - Tailwheel | Seats: | 10 |
| Date/Type of Last Inspection: | 12/02/1999, Annual | Certified Max Gross Wt.: | 7850 lbs |
| Time Since Last Inspection: | | Engines: | 2 Reciprocating |
| Airframe Total Time: | | Engine Manufacturer: | P&W |
| ELT: | Installed, not activated | Engine Model/Series: | R985-14B |
| Registered Owner: | JOHN M STONE | Rated Power: | 450 hp |
| Operator: | HAROLD IBELE | Operating Certificate(s) Held: | None |

Meteorological Information and Flight Plan

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|----------------------------------|-------------------------|--------------------------------------|-------------------|
| Conditions at Accident Site: | Visual Conditions | Condition of Light: | Day |
| Observation Facility, Elevation: | CLT, 749 ft msl | Distance from Accident Site: | 26 Nautical Miles |
| Observation Time: | 1451 EDT | Direction from Accident Site: | 330° |
| Lowest Cloud Condition: | Scattered / 6000 ft agl | Visibility | 10 Miles |
| Lowest Ceiling: | Broken / 25000 ft agl | Visibility (RVR): | 0 ft |
| Wind Speed/Gusts: | / | Turbulence Type Forecast/Actual: | / |
| Wind Direction: | | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | 30 inches Hg | Temperature/Dew Point: | 27° C / 10° C |
| Precipitation and Obscuration: | | | |
| Departure Point: | PELL CITY, AL (PLR) | Type of Flight Plan Filed: | None |
| Destination: | (EQY) | Type of Clearance: | None |
| Departure Time: | 1245 CDT | Type of Airspace: | Class G |

Airport Information

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|----------------------|------------------------|---------------------------|----------------------------|
| Airport: | MONROE MUNICIPAL (EQY) | Runway Surface Type: | Asphalt |
| Airport Elevation: | 679 ft | Runway Surface Condition: | Dry |
| Runway Used: | 5 | IFR Approach: | None |
| Runway Length/Width: | 5500 ft / 150 ft | VFR Approach/Landing: | Go Around; Traffic Pattern |

Wreckage and Impact Information

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|---------------------|--------|----------------------|-------------|
| Crew Injuries: | 1 None | Aircraft Damage: | Substantial |
| Passenger Injuries: | N/A | Aircraft Fire: | None |
| Ground Injuries: | N/A | Aircraft Explosion: | None |
| Total Injuries: | 1 None | Latitude, Longitude: | |

Administrative Information

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|-----------------------------------|--|--------------|------------|
| Investigator In Charge (IIC): | CARROL A SMITH | Report Date: | 03/02/2001 |
| Additional Participating Persons: | ROBERT P ALBRIGHT; CHARLOTTE, NC | | |
| Publish Date: | | | |
| Investigation Docket: | NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.ntsbt.gov/pubdms/ . | | |

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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).