



National Transportation Safety Board Aviation Accident Final Report

Location:	Venice, FL	Accident Number:	ATL02LA131
Date & Time:	06/26/2002, 0800 EDT	Registration:	N1002C
Aircraft:	Beech 18	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	3 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

An airplane impacted the runway shortly after takeoff. According to the pilot, the airplane rolled sharply to the left immediately after liftoff from the runway. The passenger in the back seat stated the airplane banked sharply to the left after takeoff. The pilot then applied right rudder and aileron to stop the roll. Unable to level the airplane with the horizon, the pilot elected to reduce power to idle on both engines and land on the remaining runway. The airplane impacted the runway, slid into the grass and erupted into flames.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's improper use of flight controls during takeoff, that resulted in the loss of control during takeoff.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (C) AIRCRAFT CONTROL - IMPROPER USE OF - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: TAKEOFF - INITIAL CLIMB

Factual Information

On June 26, 2002, at 0800 eastern daylight time, a Beech 18, N1002C, registered to Eagle Point, Inc. and operated by the private pilot, impacted runway 22 shortly after takeoff from Venice Municipal Airport in Venice, Florida. The personal flight was operated by the pilot under the provisions of Title 14 CFR Part 91 with a flight plan filed. Visual meteorological conditions prevailed at the time of the accident. The private pilot, pilot-rated passenger, and one additional passenger were not injured. The airplane was destroyed, and there was a post-impact fire. The flight departed Venice, Florida, at 0800 with a destination of Cancun, Mexico.

According to the pilot, the airplane rolled sharply to the left immediately after liftoff from the runway. The passenger in the back seat stated that the airplane rolled to almost a knife-edged attitude. The pilot then applied right rudder and aileron to stop the roll. Unable to level the airplane with the horizon, the pilot elected to reduce power to idle on both engines and land on the remaining runway. The airplane impacted the runway, slid into the grass and burst into flames.

The passenger stated that the airplane sounded "normal" during takeoff. The passenger stated, " shortly after liftoff the airplane banked sharply left and the ground was visible through the widow seat". The pilot corrected to the left to attempt to put the airplane into a level attitude; but the airplane collided with the terrain.

Examination of the wreckage revealed the airplane had been destroyed by a post-impact fire. Both engines had separated from the airplane. The left wing melted, and the fuel tanks were fire damaged. The fuselage burned and melted from approximately one foot behind the nose of the aircraft to just ahead of the exit door. Both propellers showed chordwise marks and were curled around at the tips. The main landing gear had separated from the airplane and were found behind the airplane. The horizontal stabilizer on the left side had the leading edge crushed in an upward position and the vertical stabilizer was crushed on the lower edge. The right wing was leaking fuel and there was no fire damage.

Pilot Information

Certificate:	Private	Age:	58, Male
Airplane Rating(s):	Multi-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Expired	Last FAA Medical Exam:	01/12/2000
Occupational Pilot:		Last Flight Review or Equivalent:	04/01/2002
Flight Time:	1750 hours (Total, all aircraft), 250 hours (Total, this make and model), 1750 hours (Pilot In Command, all aircraft), 5 hours (Last 90 days, all aircraft), 5 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	Registration:	N1002C
Model/Series:	18	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	BA251
Landing Gear Type:	Retractable - Tailwheel	Seats:	4
Date/Type of Last Inspection:	01/01/2002, Annual	Certified Max Gross Wt.:	10100 lbs
Time Since Last Inspection:	50 Hours	Engines:	2 Reciprocating
Airframe Total Time:	10500 Hours at time of accident	Engine Manufacturer:	Pratt & Whitney
ELT:	Installed	Engine Model/Series:	R-985
Registered Owner:	Eagle Point Inc	Rated Power:	450 hp
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	SRQ, 27 ft msl	Distance from Accident Site:	20 Nautical Miles
Observation Time:	0853 EDT	Direction from Accident Site:	343°
Lowest Cloud Condition:	Scattered / 9000 ft agl	Visibility	10 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	110°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.13 inches Hg	Temperature/Dew Point:	24° C / 23° C
Precipitation and Obscuration:			
Departure Point:	VENICE, FL (VNC)	Type of Flight Plan Filed:	VFR
Destination:	CANCUN (MMUN)	Type of Clearance:	Unknown
Departure Time:	0900 EDT	Type of Airspace:	Unknown

Airport Information

Airport:	Venice Municipal (VNC)	Runway Surface Type:	Asphalt
Airport Elevation:	30 ft	Runway Surface Condition:	Dry
Runway Used:	22	IFR Approach:	None
Runway Length/Width:	5000 ft / 150 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Destroyed
Passenger Injuries:	2 None	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 None	Latitude, Longitude:	27.074722, -82.445000

Administrative Information

Investigator In Charge (IIC):	Eric H Alleyne	Report Date:	09/20/2002
Additional Participating Persons:	Bob Blake; Tampa FSDO; Tampa, FL		
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 pubinquiry@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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