



National Transportation Safety Board Aviation Accident Final Report

Location:	Oneida, Tennessee	Accident Number:	ERA14CA458
Date & Time:	September 25, 2014, 15:10 Local	Registration:	N211PC
Aircraft:	Beech C90	Aircraft Damage:	Substantial
Defining Event:	Runway excursion	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

According to the pilot's written statement he departed runway 05 and the airplane veered "sharply" to the right. The pilot assumed a failure of the right engine and turned to initiate a landing on runway 23. Seconds after the airplane touched down it began to veer to the left. The pilot applied power to the left engine and right rudder, but the airplane departed the left side of the runway, the right main and nose landing gear collapsed and the airplane came to rest resulting in substantial damage to the right wing. The pilot reported that he had failed to configure the rudder trim prior to takeoff and that there were no preimpact mechanical malfunctions or anomalies that would have precluded normal operation.

Probable Cause and Findings

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

The pilot's failure to properly configure the rudder trim for takeoff and his failure to maintain directional control during a precautionary landing, which resulted in a runway excursion and collision with terrain.

Findings

Aircraft	Rudder control system - Incorrect use/operation
Personnel issues	Aircraft control - Pilot
Aircraft	Directional control - Not attained/maintained

Factual Information

History of Flight

Prior to flight	Preflight or dispatch event
Landing	Runway excursion (Defining event)
Landing	Collision with terr/obj (non-CFIT)

Pilot Information

Certificate:	Airline transport; Flight instructor	Age:	78
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land; Multi-engine sea	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine; Instrument airplane	Toxicology Performed:	No
Medical Certification:	Class 2 With waivers/limitations	Last FAA Medical Exam:	December 17, 2013
Occupational Pilot:	No	Last Flight Review or Equivalent:	July 29, 2014
Flight Time:	9956 hours (Total, all aircraft), 448.3 hours (Total, this make and model), 9345 hours (Pilot In Command, all aircraft), 67.3 hours (Last 90 days, all aircraft), 26 hours (Last 30 days, all aircraft), 0.6 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	Registration:	N211PC
Model/Series:	C90	Aircraft Category:	Airplane
Year of Manufacture:	1980	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	LJ910
Landing Gear Type:	Retractable - Tricycle	Seats:	7
Date/Type of Last Inspection:	September 15, 2014 Continuous airworthiness	Certified Max Gross Wt.:	9989 lbs
Time Since Last Inspection:	373 Hrs	Engines:	2 Turbo prop
Airframe Total Time:	7203 Hrs as of last inspection	Engine Manufacturer:	Pratt and Whitney
ELT:	C126 installed, activated, did not aid in locating accident	Engine Model/Series:	PT6A-21
Registered Owner:		Rated Power:	550 Horsepower
Operator:		Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	EKQ, 962 ft msl	Distance from Accident Site:	27 Nautical Miles
Observation Time:	14:56 Local	Direction from Accident Site:	310°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/ None
Wind Direction:	350°	Turbulence Severity Forecast/Actual:	/ N/A
Altimeter Setting:	30.23 inches Hg	Temperature/Dew Point:	27° C / 16° C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	ONEIDA, TN (SCX)	Type of Flight Plan Filed:	None
Destination:	ONEIDA, TN (SCX)	Type of Clearance:	None
Departure Time:	15:10 Local	Type of Airspace:	Class E

Airport Information

Airport:	SCOTT MUNI SCX	Runway Surface Type:	Asphalt
Airport Elevation:	1545 ft msl	Runway Surface Condition:	Dry
Runway Used:	23	IFR Approach:	None
Runway Length/Width:	5506 ft / 75 ft	VFR Approach/Landing:	Full stop;Precautionary landing

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	36.455554, -84.58583(est)

Administrative Information

Investigator In Charge (IIC):	Stein, Stephen
Additional Participating Persons:	David Alderman; FAA/FSDO; Nashville, TN
Original Publish Date:	February 11, 2015
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=90162

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