



National Transportation Safety Board Aviation Accident Final Report

Location:	BLOCK ISLAND, RI	Accident Number:	NYC94LA164
Date & Time:	09/01/1994, 1435 EDT	Registration:	N445B
Aircraft:	BEECH F33A	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor, 3 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

THE PILOT STATED THAT DURING A LANDING: 'AIRCRAFT FLARED...AND ROSE DUE TO GROUND EFFECT.' THE AIRPLANE FLOATED DOWN THE RUNWAY, AND THE TOUCHDOWN OCCURRED FAR DOWN THE RUNWAY. THE AIRPLANE EXITED THE END OF THE RUNWAY, AND THE PILOT APPLIED RIGHT BRAKE TO AVOID IMPACTING A FENCE. THE NOSE GEAR COLLAPSED, AND THE AIRPLANE IMPACTED THE ROUGH TERRAIN. THE FAA INSPECTOR STATED IN HIS REPORT: '...THE AIRCRAFT TOUCHED DOWN AT HIGH SPEED ON THE LAST 268 FEET OF USABLE RUNWAY. AFTER CONTINUING OFF THE RUNWAY AT HIGH SPEED, THE PILOT PLACED THE AIRCRAFT INTO A HARD RIGHT TURN.'

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot maintaining excessive airspeed during the landing, resulting in a touchdown on the runway with insufficient distance to stop, and a subsequent intentional ground loop and collision with the terrain. Also causal was the pilot's failure to abort the landing.

Findings

Occurrence #1: OVERRUN

Phase of Operation: LANDING - ROLL

Findings

1. (C) AIRSPEED - EXCESSIVE - PILOT IN COMMAND
2. (C) PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
3. (C) ABORTED LANDING - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2: NOSE GEAR COLLAPSED

Phase of Operation: LANDING - ROLL

Findings

4. LANDING GEAR, NOSE GEAR - OVERLOAD
5. GROUND LOOP/SWERVE - INTENTIONAL - PILOT IN COMMAND

Factual Information

On Thursday, September 1, 1994, at 1435 eastern daylight time, a Beech F33A, N445B, registered to the Blue Sky Aviation Association, and piloted by George R. Niccolai, sustained substantial damage during a landing at the Block Island State Airport, Block Island, Rhode Island. The pilot and two of the passengers were not injured. One passenger received minor injuries. Visual meteorological conditions prevailed, and no flight plan was filed. The flight was being conducted under 14 CFR Part 91.

In his report, the pilot stated:

Speed was slowly reduced to 80 MPH on final. ...Aircraft flared at the "numbers" and rose due to ground effect...eased back as the aircraft began downward descent. Back pressure applied again and the same occurrence repeated.

Aircraft skidded off the runway onto grass overrun. Right rudder and brake was applied making aircraft turn to right and slide to stop.

The FAA Operations Inspector stated in his report:

While approaching runway 28...the aircraft touched down at high speed on the last 268 feet of usable runway. After continuing off the runway at speed, the pilot placed the aircraft into a hard right turn effectively "ground looping" to a stop.

The reported wind at the airport was 290 degrees at 9 knots.

Pilot Information

Certificate:	Commercial	Age:	57, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	12/22/1993
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	462 hours (Total, all aircraft), 21 hours (Total, this make and model), 4 hours (Last 90 days, all aircraft), 4 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N445B
Model/Series:	F33A F33A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	CE-356
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	05/06/1994, Annual	Certified Max Gross Wt.:	3400 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	IO-520-BB
Registered Owner:	BLUE SKY AVIATION ASSOC.	Rated Power:	285 hp
Operator:	BLUE SKY AVIATION ASSOC.	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	10 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	9 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	290°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	25° C / 19° C
Precipitation and Obscuration:			
Departure Point:	HYANNIS, MA (HYA)	Type of Flight Plan Filed:	None
Destination:	(BID)	Type of Clearance:	None
Departure Time:	1330 EDT	Type of Airspace:	Class E

Airport Information

Airport:	BLOCK ISLAND STATE (BID)	Runway Surface Type:	Asphalt
Airport Elevation:	105 ft	Runway Surface Condition:	Dry
Runway Used:	28	IFR Approach:	
Runway Length/Width:	2501 ft / 100 ft	VFR Approach/Landing:	Full Stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor, 2 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor, 3 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	CHARLES F LEONARD	Report Date:	10/13/1995
Additional Participating Persons:	JAMES W VOLNER; BEDFORD, MA		
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.nts.gov/pubdms/ .		

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