



National Transportation Safety Board Aviation Accident Data Summary

Location:	BLOCK ISLAND, RI	Accident Number:	NYC94LA164
Date & Time:	09/01/1994, 1435 EDT	Registration:	N445B
Aircraft:	BEECH F33A	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

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

Pilot Information

Certificate:	Commercial	Age:	57
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
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	Engines:	1 Reciprocating
Operator:	BLUE SKY AVIATION ASSOC.	Engine Manufacturer:	CONTINENTAL
Operating Certificate(s) Held:	None	Engine Model/Series:	IO-520-BB
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	None / 0 ft agl	Wind Speed/Gusts, Direction:	9 knots / , 290°
Temperature:	25° C	Visibility	10 Miles
Precipitation and Obscuration:			
Departure Point:	HYANNIS, MA (HYA)	Destination:	(BID)

Airport Information

Airport:	BLOCK ISLAND STATE (BID)	Runway Surface Type:	Asphalt
Runway Used:	28	Runway Surface Condition:	Dry
Runway Length/Width:	2501 ft / 100 ft		

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
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC): CHARLES F LEONARD

Adopted Date: 10/13/1995

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/>.

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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.