



National Transportation Safety Board Aviation Accident Final Report

Location:	WESTMINSTER, MD	Accident Number:	NYC99LA192
Date & Time:	08/01/1999, 2115 EDT	Registration:	N6357Y
Aircraft:	Beech A36	Aircraft Damage:	Substantial
Defining Event:		Injuries:	4 None

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

The pilot stated that he flew a straight-in approach, and touchdown was normal. Then, the airplane veered to the right, off the side of the runway, and into a ditch. Examination of the wreckage by a Federal Aviation Administration Inspector, and a local mechanic, did not reveal any pre-impact mechanical malfunctions. A Maryland State Police trooper observed skid marks, left on the runway by all three landing gears. According to the trooper, the main gear skid marks were oriented 20 degrees to the right of the runway centerline, before the nose gear touched down.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot-in-command's failure to maintain aircraft control while landing.

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: LANDING - ROLL

Findings

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

Factual Information

On August 1, 1999, about 2115 Eastern Daylight Time, a Beech A36, N6357Y was substantially damaged while landing at Carroll County Regional Airport (W54), Westminster, Maryland. The certificated airline transport pilot and three passengers were not injured. Visual meteorological conditions prevailed for the flight that originated from Martin State Airport, Baltimore, Maryland. No flight plan was filed for the personal flight conducted under 14 CFR Part 91.

The pilot stated that he flew a straight-in approach to Runway 34 at W54. The touchdown was normal, then the airplane veered to the right. He was unable to control the airplane, and it went off the right side of the runway, into a ditch. The pilot further stated that he was not sure if the loss of control was pilot error or a mechanical problem. During the morning hours, on the day of the accident, air was added to the right tire. Subsequently, the pilot flew with a student before the accident flight. The student pilot reported that the left rudder pedal had to be depressed to taxi the airplane along a straight line.

Examination of the wreckage by a Federal Aviation Administration Inspector, and a local mechanic, did not reveal any pre-impact mechanical malfunctions. The inspector observed damage to the propeller, landing gears, and webbing along the longeron.

An on-site examination was conducted by the Maryland State Police. According to the trooper, all three landing gears left skid marks on the runway. The trooper stated that the main wheel skid marks were oriented 20 degrees to the right of the runway centerline, before the nose gear touched down. The skid marks continued for approximately 505 feet, off the right side of the runway and onto the grass.

The reported winds, at an airport approximately 30 miles from the accident site, at 2054, were from 280 degrees at 8 knots.

Pilot Information

Certificate:	Airline Transport	Age:	46, 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):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine; Instrument Airplane	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	06/18/1999
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	6637 hours (Total, all aircraft), 900 hours (Total, this make and model), 6510 hours (Pilot In Command, all aircraft), 110 hours (Last 90 days, all aircraft), 50 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	Registration:	N6357Y
Model/Series:	A36 A36	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	E-2035
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	04/02/1999, Annual	Certified Max Gross Wt.:	3612 lbs
Time Since Last Inspection:	115 Hours	Engines:	1 Reciprocating
Airframe Total Time:	2740 Hours	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	IO520B
Registered Owner:	HUNGER FORD AVIATION, INC.	Rated Power:	285 hp
Operator:	MOLLOY AVIATION SERVICES	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	BWI, 146 ft msl	Distance from Accident Site:	27 Nautical Miles
Observation Time:	2054 EDT	Direction from Accident Site:	157°
Lowest Cloud Condition:	Scattered / 9000 ft agl	Visibility	7 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	280°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	27° C / 23° C
Precipitation and Obscuration:			
Departure Point:	BALTIMORE, MD (MTN)	Type of Flight Plan Filed:	None
Destination:	(W54)	Type of Clearance:	VFR
Departure Time:	2100 EDT	Type of Airspace:	Class G

Airport Information

Airport:	CARROLL COUNTY REGIONAL (W54)	Runway Surface Type:	Asphalt
Airport Elevation:	789 ft	Runway Surface Condition:	Dry
Runway Used:	34	IFR Approach:	None
Runway Length/Width:	5100 ft / 100 ft	VFR Approach/Landing:	Straight-in

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	3 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	4 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	ROBERT J GRETZ	Report Date:	11/22/2000
Additional Participating Persons:	CHESTER PIOLUNIK; BALTIMORE, MD		
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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