National Transportation Safety Board
Aviation Accident Final Report

Location:	PHILADELPHIA, PA	**Accident Number:**	NYC89LA143
Date & Time:	06/01/1989, 1139	**Registration:**	N5AN
Aircraft:	BEECH 60	**Aircraft Damage:**	Destroyed
Defining Event:		**Injuries:**	3 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

THE AIRCRAFT MADE A HARD LANDING, RAN OFF THE RIGHT SIDE OF THE RUNWAY AND COLLIDED WITH THE TERRAIN. SUBSEQUENTLY, THE PLANE ERUPTED IN FLAMES AND WAS DESTROYED, BUT THE PILOT AND PASSENGERS WERE NOT INJURED.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: IMPROPER FLARE BY THE PILOT DURING THE LANDING, AND HIS FAILURE TO MAINTAIN DIRECTIONAL CONTROL OF THE AIRCRAFT.

Findings

Occurrence #1: HARD LANDING
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings
1. (C) FLARE - IMPROPER - PILOT IN COMMAND

Occurrence #2: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: LANDING - ROLL

Findings
2. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. GROUND LOOP/SWERVE - UNCONTROLLED

Occurrence #3: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING

Factual Information

Pilot Information

Certificate:	Private	**Age:**	35, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	**Seat Occupied:**	Unknown
Other Aircraft Rating(s):	None	**Restraint Used:**	
Instrument Rating(s):	Airplane	**Second Pilot Present:**	Yes
Instructor Rating(s):	None	**Toxicology Performed:**	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	**Last FAA Medical Exam:**	02/03/1988
Occupational Pilot:		**Last Flight Review or Equivalent:**	
Flight Time:	650 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	**Registration:**	N5AN
Model/Series:	60 60	**Aircraft Category:**	Airplane
Year of Manufacture:		**Amateur Built:**	No
Airworthiness Certificate:		**Serial Number:**	P-542
Landing Gear Type:	Retractable - Tricycle	**Seats:**	6
Date/Type of Last Inspection:	Unknown	**Certified Max Gross Wt.:**	6725 lbs
Time Since Last Inspection:	0 Hours	**Engines:**	2 Reciprocating
Airframe Total Time:		**Engine Manufacturer:**	LYCOMING
ELT:		**Engine Model/Series:**	TIO-541
Registered Owner:	AWAA AVIATION, INC.	**Rated Power:**	380 hp
Operator:	AWAA AVIATION, INC.	**Operating Certificate(s) Held:**	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Unknown	**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:	Unknown / 0 ft agl	**Visibility**	0 Miles
Lowest Ceiling:	Unknown / 0 ft agl	**Visibility (RVR):**	0 ft
Wind Speed/Gusts:	/	**Turbulence Type Forecast/Actual:**	/
Wind Direction:		**Turbulence Severity Forecast/Actual:**	/
Altimeter Setting:		**Temperature/Dew Point:**	-18°C / -18°C
Precipitation and Obscuration:			
Departure Point:		**Type of Flight Plan Filed:**	Unknown
Destination:		**Type of Clearance:**	
Departure Time:	0000	**Type of Airspace:**	

Airport Information

Airport:	MOORHEAD (PA08)	**Runway Surface Type:**	Gravel
Airport Elevation:	805 ft	**Runway Surface Condition:**	Dry
Runway Used:	6	**IFR Approach:**	None
Runway Length/Width:	2085 ft / 180 ft	**VFR Approach/Landing:**	Traffic Pattern

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:**	On-Ground
Total Injuries:	3 None	**Latitude, Longitude:**	

Administrative Information

Investigator In Charge (IIC):	REUBEN L DENSLEY	**Report Date:**	06/16/1992
Additional Participating Persons:			
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.ntsb.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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available here.