



National Transportation Safety Board Aviation Accident Final Report

Location:	SIMSBURY, CT	Accident Number:	NYC84LA124
Date & Time:	04/01/1984, 1245 EST	Registration:	N18871
Aircraft:	BEECH B19	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None

Flight Conducted Under: Part 91: General Aviation - Instructional

Analysis

DURING AN INSTRUCTIONAL FLT, A LANDING WAS MADE DURING WHICH CONTROL OF THE ACFT WAS LOST AND THE ACFT COLLIDED WITH A SNOW BANK HARD ENOUGH TO SHEAR OFF ONE OF THE MAIN LANDING GEAR. THE OTHER MAIN GEAR COLLAPSED BUT THE NOSE GEAR DID NOT. THE INSTRUCTOR (CFI) SAID HE FELT A SEVERE SHIMMY IN THE ACFT, BUT HE DID NOT REMEMBER WHETHER IT STARTED BEFORE OR AFTER THE NOSEWHEEL TOUCHED DOWN. NO PREEXISTING MECHANICAL PROBLEM WAS FOUND.

Probable Cause and Findings

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

Findings

Occurrence #1: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation: LANDING - ROLL

Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED

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

Findings

2. DIRECTIONAL CONTROL - NOT MAINTAINED
3. GROUND LOOP/SWERVE - UNCONTROLLED

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

Findings

4. (F) TERRAIN CONDITION - SNOWBANK

Occurrence #4: MAIN GEAR COLLAPSED
Phase of Operation: LANDING - ROLL

Findings

5. LANDING GEAR,MAIN GEAR - OVERLOAD

Factual Information

Pilot Information

Certificate:	Commercial	Age:	48, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane Single-engine	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	07/01/1983
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	1199 hours (Total, all aircraft), 254 hours (Total, this make and model), 1010 hours (Pilot In Command, all aircraft), 93 hours (Last 90 days, all aircraft), 6 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N18871
Model/Series:	B19 B19	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	MB-857
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	100 Hour	Certified Max Gross Wt.:	2150 lbs
Time Since Last Inspection:	76 Hours	Engines:	1 Reciprocating
Airframe Total Time:	2744 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-320-E3D
Registered Owner:	VALLEY AIRWAYS	Rated Power:	150 hp
Operator:	VALLEY AIRWAYS	Operating Certificate(s) Held:	On-demand Air Taxi (135)

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:	1245	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	20 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	Calm /	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:			
Departure Point:	PLAINVILLE, CT (4B8)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1230 EST	Type of Airspace:	Class G

Airport Information

Airport:	SIMSBURY (4B9)	Runway Surface Type:	Asphalt
Airport Elevation:	195 ft	Runway Surface Condition:	Dry
Runway Used:	3	IFR Approach:	None
Runway Length/Width:	2205 ft / 50 ft	VFR Approach/Landing:	Traffic Pattern

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	VERNON A TAYLOR	Report Date:	
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 pubinquiry@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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).