



National Transportation Safety Board Aviation Accident Final Report

Location:	WILKES-BARRE, PA	Accident Number:	NYC83LA059
Date & Time:	02/02/1983, 0800 EST	Registration:	N9900R
Aircraft:	BEECH G18S	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 135: Air Taxi & Commuter - Non-scheduled		

Analysis

THE PLT LOST DIRECTIONAL CONTROL & COLLIDED WITH A DRAINAGE DITCH CAUSING THE MAIN GEAR TO COLLAPSE.

Probable Cause and Findings

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

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER

Phase of Operation: LANDING - ROLL

Findings

1. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. (F) GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER

Phase of Operation: LANDING - ROLL

Findings

3. (F) TERRAIN CONDITION - DITCH

Occurrence #3: MAIN GEAR COLLAPSED

Phase of Operation: LANDING - ROLL

Findings

4. (F) LANDING GEAR,MAIN GEAR - OVERLOAD
5. (F) LANDING GEAR,MAIN GEAR - FAILURE,TOTAL

Factual Information

Pilot Information

Certificate:	Airline Transport; Flight Instructor; Commercial	Age:	26, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land; Single-engine Sea	Seat Occupied:	Front
Other Aircraft Rating(s):		Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	10/14/1982
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	4378 hours (Total, all aircraft), 105 hours (Total, this make and model), 2435 hours (Pilot In Command, all aircraft), 1 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N9900R
Model/Series:	G18S G18S	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	BA-513
Landing Gear Type:	Retractable - Tailwheel	Seats:	10
Date/Type of Last Inspection:	Annual	Certified Max Gross Wt.:	9700 lbs
Time Since Last Inspection:	77 Hours	Engines:	2 Reciprocating
Airframe Total Time:	5146 Hours	Engine Manufacturer:	P&W
ELT:	Installed, activated	Engine Model/Series:	R-985
Registered Owner:	CANNAVO, FRANK JR.	Rated Power:	450 hp
Operator:	AIR TAXI, INC.	Operating Certificate(s) Held:	Commuter Air Carrier (135)

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	06, 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	7 Miles
Lowest Ceiling:	Unknown / 2500 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	130°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:			
Departure Point:	ALLENTOWN, PA	Type of Flight Plan Filed:	IFR
Destination:		Type of Clearance:	IFR
Departure Time:	0710	Type of Airspace:	

Airport Information

Airport:	WILKES-BARRE (AVP)	Runway Surface Type:	Asphalt
Airport Elevation:	957 ft	Runway Surface Condition:	Dry
Runway Used:	22	IFR Approach:	ILS
Runway Length/Width:	6450 ft / 150 ft	VFR Approach/Landing:	Full Stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 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 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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).