



National Transportation Safety Board Aviation Accident Data Summary

Location:	Santa Ana, CA	Accident Number:	LAX02LA221
Date & Time:	02/02/2002, 1823 PST	Registration:	N4458S
Aircraft:	Beech 58P	Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The airplane landed hard on the runway and hit two taxiway signs following a wake turbulence encounter on final approach. A Boeing 757 landed about 5 minutes prior to the accident airplane. While on downwind the pilot made a 360-degree turn for wing tip vortex avoidance. Just before touchdown, the airplane hit a "bump" and became "uncontrollable." The airplane landed hard to the right side of the runway and struck two taxiway signs. The pilot aborted the landing, and took off again. When he saw that his aircraft was still positioned over the runway, he decided to land instead of continue the takeoff. Upon touchdown a second time, the airplane veered to the left side of the runway. According to a written statement submitted by Federal Aviation Administration ATC personnel, the pilot followed the glide path of the Boeing 757. The airplane flew into the wing tip vortices approximately 50 to 75 feet from landing at a point behind where the 757 had touched down. The pilot failed to land beyond the Boeing 757's touchdown point, as suggested in the Aeronautical Information Manual.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's failure to remain above the landing Boeing 757's glide path resulting in an encounter with wing tip vortices, a loss of directional control after touchdown, and collision with taxiway signs.

Findings

Occurrence #1: VORTEX TURBULENCE ENCOUNTERED
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (C) PROPER GLIDEPATH - NOT MAINTAINED - PILOT IN COMMAND
2. (C) WAKE TURBULENCE - ENCOUNTERED - PILOT IN COMMAND
3. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

4. OBJECT - SIGN

Pilot Information

Certificate:	Private	Age:	62
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:			

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	Registration:	N4458S
Model/Series:	58P	Engines:	2 Reciprocating
Operator:	William K. Gamble	Engine Manufacturer:	Continental
Operating Certificate(s) Held:	None	Engine Model/Series:	TSIO-520 SER
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night
Observation Facility, Elevation:	SNA, 56 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	None	Wind Speed/Gusts, Direction:	Calm / ,
Temperature:	12° C	Visibility	10 Miles
Precipitation and Obscuration:			
Departure Point:	San Luis Obispo, CA (SBP)	Destination:	Santa Ana, CA (SNA)

Airport Information

Airport:	JOHN WAYNE AIRPORT-ORANGE COUN (SNA)	Runway Surface Type:	Asphalt
Runway Used:	19R	Runway Surface Condition:	Dry
Runway Length/Width:	5701 ft / 150 ft		

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
Latitude, Longitude:	33.681667, -117.869167		

Administrative Information

Investigator In Charge (IIC): Tealeye C Cornejo

Adopted Date: 09/29/2004

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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