



National Transportation Safety Board

Aviation Accident Data Summary

Location:	Big Bear City, CA	Accident Number:	LAX03LA163
Date & Time:	06/01/2003, 1500 PDT	Registration:	N18142
Aircraft:	Beech 58	Injuries:	3 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The airplane sustained substantial damage during a hard landing. A witness to the accident stated that the airplane was approaching "too hot" and touched down three separate times due to its high approach speed. On the third touchdown, the airplane's landing gear collapsed and the airplane slid to a stop. Photographs of the runway surface displayed a noticeable crack running the length of the runway, left of the centerline. Significant markings were located approximately midpoint down the runway. Two parallel black skid marks with irregular zigzag patterns, exhibiting heavy tread markings, were also visible left of the centerline. These skid marks were about 6 feet apart and parallel to the runway centerline. The left skid mark was located about 6 inches left of the crack. The right skid mark was located about 5 feet to the right of the crack. There were two sets of six thin scrape marks dimensionally similar to propeller slashes in the runway surface located adjacent to each of the two black skid marks. There was approximately 12 inches in between each of the scrape marks, which were perpendicular to the runway centerline. One set of scrape marks was on the left side of the left skid mark. The second set of scrape marks was on the right side of the right skid mark. A third mark, located midpoint in between the two black skid marks, consisted of a skid mark, which was nearly covered by a white paint transfer. This mark ran parallel to the runway centerline. All three skid marks faded as they continued down the length of the runway. The accident aircraft was painted white. The mechanic who examined the airplane after the accident stated that there was no evidence of a mechanical gear failure. Flight control and flap continuity were also checked with no anomalies noted. The flaps were examined, and found to be in the up position, consistent with the flap selector position. The flaps were not damaged. The mechanic noted that the flaps are normally damaged if they are in the down position and the gear collapses. The pilot told the mechanic that he was not sure if he had put the flaps down during the approach.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's excessive approach speed and misjudged landing flare, which resulted in a hard landing and collapse of the landing gear. A factor in the accident was the pilot's failure to use flaps.

Findings

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

Findings

1. (F) FLAPS - NOT USED - PILOT IN COMMAND
2. (C) AIRSPEED - EXCESSIVE - PILOT IN COMMAND

3. (C) FLARE - MISJUDGED - PILOT IN COMMAND

Occurrence #2: COMPLETE GEAR COLLAPSED

Phase of Operation: LANDING - ROLL

Findings

4. LANDING GEAR - OVERLOAD

Pilot Information

Certificate:	Private	Age:	42
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	345 hours (Total, all aircraft), 65 hours (Last 90 days, all aircraft), 15 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	Registration:	N18142
Model/Series:	58	Engines:	2 Reciprocating
Operator:	S W Retail Inc.	Engine Manufacturer:	Continental
Operating Certificate(s) Held:	None	Engine Model/Series:	IO-520
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	L35, 6748 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	None	Wind Speed/Gusts, Direction:	Calm / ,
Temperature:	27° C	Visibility	7 Miles
Precipitation and Obscuration:			
Departure Point:	Avalon, CA (AVX)	Destination:	Big Bear City, CA (L35)

Airport Information

Airport:	Big Bear City Airport (L35)	Runway Surface Type:	Asphalt
Runway Used:	08	Runway Surface Condition:	Dry; Rough
Runway Length/Width:	5850 ft / 75 ft		

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	2 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Latitude, Longitude:	34.263611, -116.854444		

Administrative Information

Investigator In Charge (IIC):	Jeff Rich	Adopted Date:	09/01/2004
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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