

National Transportation Safety Board - Aircraft Accident/Incident Database

Accident Rpt# WPR16LA150	07/23/2016 1900 PDT	Regis# N256TA	Byron, CA	Apt: Byron C83
Acft Mk/Mdl BEECH 65 A90-UNDESIGNAT		Acft SN LJ-256	Acft Dmg: SUBSTANTIAL	Rpt Status: Factual Prob Caus: Pending
Eng Mk/Mdl PRATT AND WHITNEY PT6A-20		Acft TT 14544	Fatal 0 Ser Inj 0	Flt Conducted Under: FAR 091
Opr Name: BAY AREA SKYDIVING		Opr dba:		Aircraft Fire: NONE
				AW Cert: STN

Events

2. Enroute-descent - Aircraft structural failure

Narrative

On July 23, 2016, about 1900 Pacific daylight time, a Beech 65-A90, N256TA, sustained substantial damage following a loss of control while climbing out near the Byron Airport (C83) Byron, California. The commercial pilot and the 14 passengers were not injured. The airplane was registered to N80896 LLC, and operated by Bay Area Skydiving under the provisions of 14 Code of Federal Regulations Part 91. Visual meteorological conditions prevailed and no flight plan was filed for the sky-diving flight. The local flight departed C83 about 1851.

According to the pilot, as the airplane neared the planned jump area and altitude, about 12,500 ft, mean sea level, he initiated a left turn to line up for the drop zone. He stated the airplane's airspeed was a little slow and then "suddenly the airplane abruptly stalled, rolled off to the left, and began rotating nose-down." He stated that the airplane "did a couple of downward barrel rolls." One of the jumpers, seated in the co-pilots seat, heard a "loud bang" during the recovery sequence and stated that "the pilot did not retard the throttles during the recovery, causing the airplane to develop too much speed." The jumper further stated that during the recovery he felt the g-force on his stomach. The pilot said that he temporarily recovered the airplane to a wings level attitude for a few seconds and observed that the airplane was about 90° off the planned heading, and slow in airspeed.

Subsequently, the pilot stated there was a "shock" to the controls and "simultaneous the airplane suddenly broke hard to the left," stalled a second time, and began to rotate downward. The pilot told the sky-divers to jump out of the airplane. The parachutists complied, and all of them successfully exited the airplane during this second spin event. The pilot then initiated the spin recovery procedures to no apparent effect through about 9 rotations, and stated that the roll rate was a lot more rapid than the first spin event. He then pulled both propeller controls levers to the feather position and was able to get out the spin. He recovered the airplane to a wings and pitch level attitude, but shortly thereafter, the airplane "broke left" and stalled for a third time. The pilot recovered the airplane again by lowering the pitch attitude and increasing the airspeed.

The pilot turned back towards the airport and since the airplane was handling abnormally, he adjusted the elevator trim to its full nose up position to help him maintain straight and level flight. He stated that the full nose up trim setting was used on the approach. In addition, the pilot flew the approach 15 knots faster than required, in order to compensate for the control issue of a marked decrease in elevator performance.

The pilot described the landing as being nose low relative to a normal landing. After landing at C83, a witness observed that the airplane's right horizontal stabilizer, with the attached elevator, was missing. The separated airplane parts were subsequently located in a field a few miles south of the airport.

The pilot reported that there were no abnormalities with the airplane on the previous flights that day, or during his pre-flight inspection for the accident flight. He stated that the weather was clear and that there was a light chop. Further, he reported no engine issues during the flight.

Postaccident examination of the airplane revealed that the wing's top and bottom skins were unremarkable. The engine mounts, and the left horizontal stabilizer attachment points were examined for overstress, but none was observed. No signs of flutter were observed on the left horizontal stabilizer.

The right horizontal stabilizer, with the elevator attached, that had separated from the airplane, was examined. The right elevator and elevator trim tab remained attached to their respective attachment points. Fractures were observed on the main and trailing edge horizontal spars on the right horizontal stabilizer. There was some wrinkling on the skin surface. The attachment bracket that connected the right horizontal stabilizer to the airplane, and to the other horizontal stabilizer, exhibited fracture surfaces on the right side where the right horizontal stabilizer attached.

Portions of the right horizontal stabilizer, elevator, and the attachment bracket were sent to the National Transportation Safety Board Materials Laboratory for further examination. Magnified optical examination of the fractures surfaces revealed features consistent with overstress separations. No indication of fatigue or corrosion was observed. Deformation and fracture patterns in the right horizontal stabilizer spars were indicative of the stabilizer tip bending up and the lower spar also had upward tearing of the webs.

The airplane's flight manual spin recovery states: "immediately move the control column full forward, apply full rudder opposite to the direction of the spin, and reduce power on both engines to idle. These three actions should be done as near simultaneously as possible, then continue to hold this control position until rotation stops and then neutralize all controls and execute a smooth pullout. Ailerons should be neutral during recovery."

The airplane's weight and balance was calculated for the accident flight. The center of gravity (CG) was estimated to be about 6-7 units aft of the limit. Due the center of gravity (cg) being aft of the limit, the maximum allowable gross weight was unable to be determined at the time of the accident. According to the FAA Pilot Handbook of Aeronautical Knowledge states, "as the CG moves aft, a less stable condition occurs, which decreases the ability of the aircraft to right itself after maneuvering or turbulence."

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Accident Rpt# CEN18LA047	12/04/2017 1802 CST	Regis# N500KR	Rockford, IL	Apt: Chicago/rockford Intl RFD
Acft Mk/Mdl BEECH C90		Acft SN LJ-708	Acft Dmg: SUBSTANTIAL	Rpt Status: Prelim Prob Caus: Pending
Eng Mk/Mdl PRATT & WHITNEY PT6			Fatal 0 Ser Inj 2	Flt Conducted Under: FAR 091
Opr Name: PILOT		Opr dba:		Aircraft Fire: NONE
				AW Cert: STN

Events

1. Approach - Fuel related

Narrative

On December 4, 2017, about 1802 central standard time, a Beech C90 airplane, N500KR, impacted terrain near the Chicago/Rockford International Airport (RFD), near Rockford, Illinois. The private pilot and one passenger sustained serious injuries and two passengers sustained minor injuries. The airplane sustained substantial fuselage damage during the impact. The airplane was registered to and operated by the pilot as a 14 Code of Federal Regulations Part 91 personal flight. Visual meteorological conditions prevailed in the area about the time of the accident, and the flight requested a local instrument flight rules clearance (IFR) near RFD. The flight originated from the Kissimmee Gateway Airport, near Orlando, Florida, about 1342 and was destined for RFD.

According to preliminary information from the Federal Aviation Administration, the airplane's pilot requested and was given an IFR clearance as the airplane was nearing RFD. The pilot was cleared to perform a visual approach to runway 19. As the airplane approached the airport, the pilot requested the runway lights for runway 25 be turned on. The airplane was subsequently given a clearance to land on runway 25. The airplane was observed impacting terrain before the threshold for runway 25.

At 1754, the recorded weather at RFD was: Wind 190ø at 18 kts gusting to 25 kts; visibility 10 statute miles; sky condition overcast clouds at 3,800 ft; temperature 16ø C; dew point 9ø C; altimeter 29.49 inches of mercury. Remarks: Peak winds 190ø at 27 kts at 1731.

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Accident Rpt# DCA17CA195A	09/12/2017 1310 PDT	Regis# N69813	Los Angeles, CA	Apt: Los Angeles International Airp LAX
Acft Mk/Mdl BOEING 737-924ER-924		Acft SN 43531	Acft Dmg: MINOR	Rpt Status: Prelim Prob Caus: Pending
		Acft TT 13045	Fatal 0 Ser Inj 0	Flt Conducted Under: FAR 121
Opr Name: UNITED AIRLINES		Opr dba:		Aircraft Fire: NONE

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Accident Rpt# DCA17CA195B	09/12/2017 1310 PDT	Regis# CGHOZ	Los Angeles, CA	Apt: Los Angeles International Airp LAX
Acft Mk/Mdl BOEING 767-375-375		Acft SN 24087	Acft Dmg: SUBSTANTIAL	Rpt Status: Prelim Prob Caus: Pending
		Acft TT 120692	Fatal 0 Ser Inj 0	Flt Conducted Under: FAR NUSC
Opr Name: AIR CANADA		Opr dba:		Aircraft Fire: NONE

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Accident Rpt# GAA17CA332	05/24/2017 830 ADT	Regis# N1265U	Elfin Cove, AK	Apt: Elfin Cove ELV
Acft Mk/Mdl CESSNA 208-A		Acft SN 20800375	Acft Dmg: SUBSTANTIAL	Rpt Status: Factual Prob Caus: Pending
Eng Mk/Mdl HONEYWELL TPE 331-12-JR		Acft TT 2338	Fatal 0 Ser Inj 0	Flt Conducted Under: FAR 135
Opr Name: KALININ PARTNERS LLC.		Opr dba: ALASKA SEAPLANES		Aircraft Fire: NONE
				AW Cert: STN

Events

1. Landing - Hard landing
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Narrative

The pilot of the float-equipped airplane reported that, during a water landing, he "misread the size of the swell". He added that, immediately after touchdown the airplane jumped a swell, which resulted in a tail low hard landing.

The airplane sustained substantial damage to the fuselage.

The pilot reported that there were no preaccident mechanical malfunctions or failures with the airplane that would have precluded normal operation.

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Accident Rpt# GAA17CA333	03/12/2017 1224 PDT	Regis# N53DA	Santa Monica, CA	Apt: Santa Monica Muni SMO
Acft Mk/Mdl SWEARINGEN SA227 TT-TT		Acft SN TT-438	Acft Dmg: SUBSTANTIAL	Rpt Status: Factual Prob Caus: Pending
Eng Mk/Mdl AIRESEARCH TPE331			Fatal 0 Ser Inj 0	Flt Conducted Under: FAR 091
Opr Name: GREGORY L. MCADOO		Opr dba:		Aircraft Fire: NONE
				AW Cert: STN

Events

1. Landing - Hard landing
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Narrative

The pilot reported that, while on short final following a jet airplane, the airplane "encountered turbulence that induced significant rolling". He added that the airplane "was not able to completely re-establish a stabilized approach prior to touching down". Subsequently, the airplane touched down "more firm than usual". The pilot taxied the airplane to the ramp without further incident.

The airplane sustained substantial damage to the fuselage.

The pilot reported that there were no preaccident mechanical malfunctions or failures with the airplane that would have precluded normal operation.