



NATIONAL TRANSPORTATION SAFETY BOARD

Office of Aviation Safety
Western Pacific Region

December 10, 2017

ACCIDENT SITE EXAMINATION SUMMARY

WPR18FA046

This document contains 3 embedded photos.

A. ACCIDENT

Location: San Diego, Ca
Date: December 9, 2017
Aircraft: N248SB, Beechcraft A39
NTSB Investigator-in-Charge: Maja Smith

On December 6, 2017 about 1633 Pacific standard time, a Beech A36, N248SB, was destroyed when it impacted a residential house following an emergency landing near Montgomery - Gibbs Executive Airport (MYF), San Diego, California. The pilot and one passenger sustained serious injuries. Two other passengers, of which one was pilot-rated, were fatally injured. The airplane was registered to Altitude Aviation Inc. and operated by the pilot under the provisions of 14 *Code of Federal Regulations* Part 91 as a personal flight. Visual meteorological conditions prevailed for the flight, and a visual flight rules plan has been filed for the cross-country flight to Los Angeles, California. The flight originated from MYF about 1630.

A review of Air Traffic Control (ATC) data revealed that the airplane departed runway 28R. About two minutes after departure, the pilot reported an engine failure to the ATC controller. The airplane was instructed to enter right traffic for runway 28R and cleared to land. The pilot responded his intention was to land on the highway.

At 1632:08, the first radar track data depicted the airplane at 800 ft mean sea level (msl) about 0.3 miles off departure end of runway 28R. The airplane continued to climb on runway heading until it reached about 1,400 ft msl. At 1632:58, the airplane began to descend in a right-hand turn towards southwest. The last radar data at 1633:40 depicted the airplane at 575 ft msl about 0.33 miles northeast of the accident site.

A witness located about 0.15 miles from the accident site recorded a video that showed the airplane in a steep right bank. All landing gears were extended and visible. The airplane briefly disappeared from the line of sight and a second later, it touched down in the middle of a school yard. The video then stopped recording.

B. SUMMARY

Examination of the accident site was conducted on June 28, 2017. All major structural components of the airplane were located at the accident site with exception to the vertical stabilizer and rudder. The wreckage was recovered to a secure location for further examination.

C. DETAILS OF THE INVESTIGATION

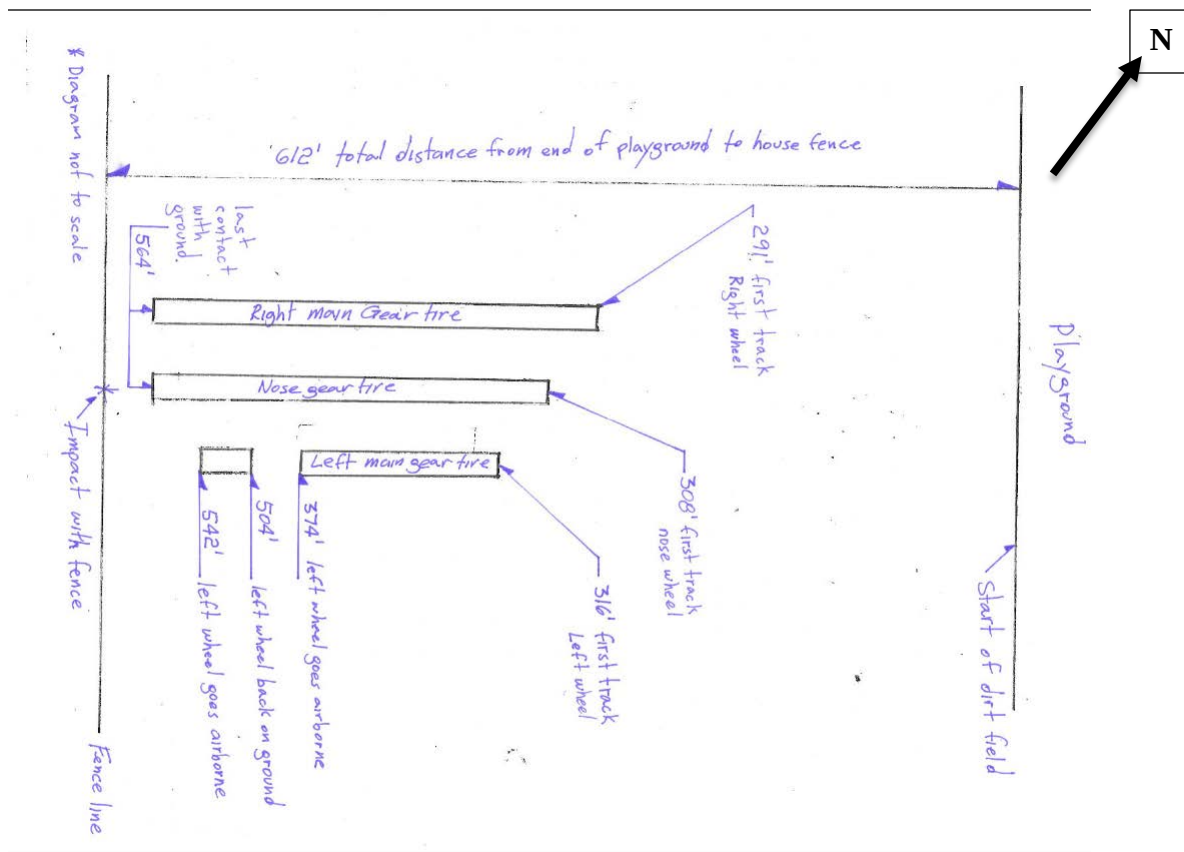
1.0 Accident Site Examination

Main Wreckage: 32°49'30.85"N, 117°10'13.30"W– Elevation: 384 feet

Accident site was about 0.33 miles northeast of the departure airport (MYF).



Figure 1-Landing roll on Google Earth



Examination of the accident site revealed that the airplane impacted a chain link fence, a tree and came to rest at the back side of a residential house. A post-crash fire ensued. The touchdown point was defined by the right landing gear tire imprint located about 380 ft from the airplane wreckage. About 17 ft and 25 ft lateral distance from the touchdown point, the nose gear and the left landing gear tire tracks were observed. The tracks indicated that right landing gear and the nose gear had a continuous contact with the ground until 50 ft prior to the chain link fence. The left landing gear lost contact with the ground twice. The airplane landed on a heading of about 240° magnetic.

The airplane was found with its longitudinal axis oriented in a southerly direction (200° magnetic bearing). Most of the airplane was destroyed by post-impact fire.

The left outboard wing separated from the fuselage. All flight control surfaces were still attached to the airframe and the engine was attached to the firewall. Flight control cable continuity was established from the elevator and rudder to the cockpit. Partial control cable continuity was established from the aileron bellcranks to the cabin. Instrument panel was fire damage. No seat restraint buckles or webbing was observed. The flaps were found in the up position. Elevator trim actuator was measured and found to be 10° tab down. Fuel selector handle and valve was in the right tank position. A large amount of a red looking fluid (blood) was observed inside the fuel selector.

McCauley three blades propeller remained attached to the engine; spinner was fire damage. Two of the three blades were fire damage. One blade was bent aft under the engine. Landing gear was in the extended position.



Figure 2-Airplane wreckage