



Aviation Investigation Final Report

Location:	Greenville, South Carolina	Accident Number:	GAA18CA467
Date & Time:	August 3, 2018, 10:25 Local	Registration:	N59PR
Aircraft:	Beech 58	Aircraft Damage:	Substantial
Defining Event:	Runway excursion	Injuries:	3 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot in the multiengine airplane reported that, following an instrument approach, the airplane broke out of the clouds about 600 ft above ground level. The pilot reported that he was concerned that the airplane was too high for a safe landing on the wet runway, so he contacted air traffic control and requested to circle and land. The tower controller cleared the pilot to circle and land on a 4,000-ft-long runway.

The pilot reported that, during the landing roll, as the airplane approached the last taxiway, the airplane slid and overran the runway end. The airplane then rolled down an embankment and impacted a chain link fence and trees.

The airplane sustained substantial damage to the fuselage and both wings.

According to Federal Aviation Administration aviation safety inspectors, the airplane touched down with about 1,300 ft of runway remaining.

Probable Cause and Findings

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

The pilot failure to attain the proper touchdown point on a wet runway, which resulted in insufficient runway remaining to safely stop the airplane.

Findings

Personnel issues	Aircraft control - Pilot
Personnel issues	Decision making/judgment - Pilot
Aircraft	Descent/approach/glide path - Not attained/maintained
Environmental issues	Fence/fence post - Contributed to outcome
Environmental issues	Tree(s) - Contributed to outcome
Environmental issues	Wet surface - Effect on operation

Factual Information

History of Flight

Landing-landing roll	Miscellaneous/other
Landing-landing roll	Runway excursion (Defining event)
Landing-landing roll	Collision with terr/obj (non-CFIT)

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	59, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	Unknown
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane single-engine; Instrument airplane	Toxicology Performed:	No
Medical Certification:	Class 2	Last FAA Medical Exam:	May 23, 2017
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	1707 hours (Total, all aircraft), 44 hours (Total, this make and model), 44 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	Registration:	N59PR
Model/Series:	58 Undesignat	Aircraft Category:	Airplane
Year of Manufacture:	2000	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	TH-1940
Landing Gear Type:	Retractable - Tricycle	Seats:	2
Date/Type of Last Inspection:		Certified Max Gross Wt.:	5500 lbs
Time Since Last Inspection:		Engines:	2 Reciprocating
Airframe Total Time:		Engine Manufacturer:	
ELT:		Engine Model/Series:	
Registered Owner:		Rated Power:	
Operator:		Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KGMU, 1048 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	14:25 Local	Direction from Accident Site:	122°
Lowest Cloud Condition:		Visibility	
Lowest Ceiling:	Broken / 800 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	220°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.14 inches Hg	Temperature/Dew Point:	23°C / 22°C
Precipitation and Obscuration:	Moderate - None - Mist		
Departure Point:	Charleston, SC (CHS)	Type of Flight Plan Filed:	IFR
Destination:	Greenville, SC (GMU)	Type of Clearance:	IFR
Departure Time:	09:00 Local	Type of Airspace:	Class C

Airport Information

Airport:	Greenville Downtown GMU	Runway Surface Type:	Asphalt
Airport Elevation:	1048 ft msl	Runway Surface Condition:	Wet
Runway Used:	28	IFR Approach:	Circling;RNAV
Runway Length/Width:	4000 ft / 80 ft	VFR Approach/Landing:	Full stop

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
Total Injuries:	3 None	Latitude, Longitude:	34.848056,-82.349998(est)

Administrative Information

Investigator In Charge (IIC):	Hicks, Michael
Additional Participating Persons:	Neil Baker; FAA; Columbia, SC
Original Publish Date:	September 26, 2019
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=97983

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](#).