



Aviation Investigation Final Report

Location:	Mackinac Island, Michigan	Accident Number:	GAA18CA407
Date & Time:	July 1, 2018, 12:00 Local	Registration:	N66568
Aircraft:	Beech 58	Aircraft Damage:	Substantial
Defining Event:	Runway excursion	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot of the twin-engine airplane reported that, during the takeoff roll on the 3,500-ft-long runway, the airspeed indicator did not indicate an airspeed, so he rejected the takeoff. He added that he attempted to brake, but "full braking [was] not initially possible due to lift." Subsequently, the airplane overran the runway onto a downhill grassy area and struck a fence.

During postaccident examination of the airplane, the pilot found that the pitot tube cover had not been removed before the flight.

According to the manufacturer, the typical takeoff roll is about 1,336 ft, and the approximate landing roll is 1,440 ft. If the pilot had rejected the takeoff sooner, he likely could have stopped the airplane on the runway.

The airplane sustained substantial damage to both wings.

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

The pilot added that his preflight memory list was: fuel, oil, tires, props, and surfaces and that he will now add "chocks, cowl plugs, pitot tube covers."

Probable Cause and Findings

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

The pilot's failure to remove the pitot tube cover during the preflight inspection, which resulted in his delayed decision to reject the takeoff with insufficient runway remaining to safely stop the airplane.

Findings

Personnel issues	Preflight inspection - Pilot
Personnel issues	Decision making/judgment - Pilot
Personnel issues	Lack of action - Pilot
Aircraft	Landing distance - Capability exceeded
Aircraft	Pneumatic indicating system - Inadequate inspection
Environmental issues	Fence/fence post - Contributed to outcome
Environmental issues	Sloped/uneven terrain - Contributed to outcome

Factual Information

History of Flight

Takeoff	Flight instrument malf/fail
Takeoff-rejected takeoff	Loss of control on ground
Takeoff-rejected takeoff	Runway excursion (Defining event)
Takeoff-rejected takeoff	Collision with terr/obj (non-CFIT)

Pilot Information

Certificate:	Commercial	Age:	68, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	February 9, 2018
Occupational Pilot:	No	Last Flight Review or Equivalent:	June 6, 2018
Flight Time:	(Estimated) 2917 hours (Total, all aircraft), 2131 hours (Total, this make and model), 2302 hours (Pilot In Command, all aircraft), 53 hours (Last 90 days, all aircraft), 19 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	Registration:	N66568
Model/Series:	58 TC	Aircraft Category:	Airplane
Year of Manufacture:	1979	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	TK-105
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	March 26, 2018 Annual	Certified Max Gross Wt.:	6200 lbs
Time Since Last Inspection:		Engines:	2 Reciprocating
Airframe Total Time:	4401.4 Hrs as of last inspection	Engine Manufacturer:	Continental
ELT:	C126 installed, not activated	Engine Model/Series:	TSIO-520-WB
Registered Owner:		Rated Power:	325 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KMCD, 740 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	16:15 Local	Direction from Accident Site:	72°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	None / None
Wind Direction:		Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	29.85 inches Hg	Temperature/Dew Point:	27°C / 18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Mackinac Island, MI (MCD)	Type of Flight Plan Filed:	IFR
Destination:	Chicago/West Chicago, IL (DPA)	Type of Clearance:	None
Departure Time:	12:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	MACKINAC ISLAND MCD	Runway Surface Type:	Asphalt
Airport Elevation:	741 ft msl	Runway Surface Condition:	Dry
Runway Used:	26	IFR Approach:	None
Runway Length/Width:	3501 ft / 75 ft	VFR Approach/Landing:	Full stop;Precautionary landing

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	45.863334,-84.644165(est)

Administrative Information

Investigator In Charge (IIC):	Swenson, Eric
Additional Participating Persons:	Steven D Betzer; FAA; Grand Rapids, MI
Original Publish Date:	March 18, 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=97723

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