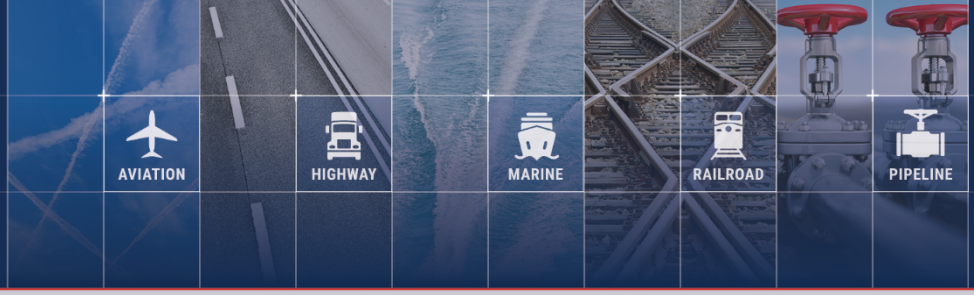

Aviation Investigation Final Report

Location:	Griffin, Georgia	**Accident Number:**	ERA24LA085
Date & Time:	December 15, 2023, 20:33 UTC	**Registration:**	N303RA
Aircraft:	Beech 58	**Aircraft Damage:**	Substantial
Defining Event:	Wrong surface or wrong airport	**Injuries:**	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that his intended destination airport was Cedar Ridge Airport (GA62), Griffin, GA, but due to misidentification of the airport while airborne, he landed at Brook Bridge Aerodrome (8GA9), Vaughn, GA. He reported that he did not realize he was approaching the wrong airport until he was “too low and too slow.” The airplane touched down on a shared taxiway/driveway before impacting a utility pole with the left wing. Subsequently, the airplane spun and impacted trees resulting in substantial damage to the left wing, nose structure, and right wing. The pilot reported that there were no pre-accident mechanical malfunctions or failures with the airplane that would have precluded normal operation.

Probable Cause and Findings

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

The pilot’s misidentification of a taxiway as the intended runway, which resulted in a collision with a utility pole and trees.

Findings

Personnel issues	Identification/recognition - Pilot

Factual Information

History of Flight

Landing	Wrong surface or wrong airport (Defining event)
Landing	Collision with terr/obj (non-CFIT)

Pilot Information

Certificate:	Private	**Age:**	77,Male
Airplane Rating(s):	Single-engine land; Multi-engine land	**Seat Occupied:**	Left
Other Aircraft Rating(s):	None	**Restraint Used:**	4-point
Instrument Rating(s):	Airplane	**Second Pilot Present:**	No
Instructor Rating(s):	None	**Toxicology Performed:**	
Medical Certification:	Class 3 With waivers/limitations	**Last FAA Medical Exam:**	December 5, 2023
Occupational Pilot:	No	**Last Flight Review or Equivalent:**	February 6, 2022
Flight Time:	(Estimated) 5745 hours (Total, all aircraft), 33225 hours (Total, this make and model), 75 hours (Last 90 days, all aircraft), 75 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	**Registration:**	N303RA
Model/Series:	58	**Aircraft Category:**	Airplane
Year of Manufacture:	1974	**Amateur Built:**	
Airworthiness Certificate:	Normal	**Serial Number:**	TH-506
Landing Gear Type:	Retractable - Tricycle	**Seats:**	6
Date/Type of Last Inspection:	May 11, 2023 Annual	**Certified Max Gross Wt.:**	5400 lbs
Time Since Last Inspection:	38.1 Hrs	**Engines:**	2
Airframe Total Time:	4089 Hrs as of last inspection	**Engine Manufacturer:**	
ELT:	C91 installed, not activated	**Engine Model/Series:**	
Registered Owner:	On file	**Rated Power:**	
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:	FFC	**Distance from Accident Site:**	9 Nautical Miles
Observation Time:	15:53 Local	**Direction from Accident Site:**	
Lowest Cloud Condition:	Clear	**Visibility**	
Lowest Ceiling:		**Visibility (RVR):**	
Wind Speed/Gusts:	/	**Turbulence Type Forecast/Actual:**	None / None
Wind Direction:	180°	**Turbulence Severity Forecast/Actual:**	N/A / N/A
Altimeter Setting:	30.4 inches Hg	**Temperature/Dew Point:**	15°C / -7°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Macon, GA (MCN)	**Type of Flight Plan Filed:**	IFR
Destination:	Griffin, GA (GA62)	**Type of Clearance:**	IFR
Departure Time:	15:06 Local	**Type of Airspace:**	Class E

Airport Information

Airport:	BROOK BRIDGE AERODROME 8GA9	**Runway Surface Type:**	
Airport Elevation:	820 ft msl	**Runway Surface Condition:**	Dry
Runway Used:		**IFR Approach:**	None
Runway Length/Width:		**VFR Approach/Landing:**	Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	**Aircraft Damage:**	Substantial
Passenger Injuries:	N/A	**Aircraft Fire:**	None
Ground Injuries:	N/A	**Aircraft Explosion:**	None
Total Injuries:	1 None	**Latitude, Longitude:**	33.275449,-84.41274(est)

Preventing Similar Accidents

Landing at the Wrong Airport (SA-033)

The Problem

Without adequate preparation, robust monitoring, and cross-checking of position using all available resources, flight crews may misidentify a nearby airport that they see during the approach to their destination airport. The risk of an accident increases because the runway at the wrong airport may not be long enough to accommodate the landing airplane, and other aircraft operating at the airport may also be unaware of potential conflicting traffic. Air traffic controllers may not detect a wrong airport landing in time to intervene because of other workload or radar coverage limitations.

What can you do?

- Adhere to standard operating procedures (SOPs), verify the airplane's position relative to the destination airport, and use available cockpit instrumentation to verify that you are landing at the correct airport.
- Maintain extra vigilance when identifying the destination airport at night and when landing at an airport with others in close proximity.
- Be familiar with and include in your approach briefing the destination airport's layout and relationship to other ground features; available lighting such as visual glideslope indicators, approach light systems, and runway lighting; and instrument approaches.
- Use the most precise navigational aids available in conjunction with a visual approach when verifying the destination airport.
- Confirm that you have correctly identified the destination airport before reporting the airport or runway is in sight.

See https://www.ntsb.gov/Advocacy/safety-alerts/Documents/SA-033.pdf for additional resources.

The NTSB presents this information to prevent recurrence of similar accidents. Note that this should not be considered guidance from the regulator, nor does this supersede existing FAA Regulations (FARs).

Administrative Information

Investigator In Charge (IIC):	Enders, Ryan
Additional Participating Persons:	Mark Fayerman; FAA/FSDO; Atlanta, GA
Original Publish Date:	February 29, 2024
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=193632