



Aviation Investigation Final Report

Location:	Yelm, Washington	Accident Number:	WPR23LA089
Date & Time:	January 12, 2023, 13:00 Local	Registration:	N225V
Aircraft:	Beech 95-C55	Aircraft Damage:	Substantial
Defining Event:	Runway excursion	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that, during the approach for landing to a wet runway, he experienced a tailwind that pushed the airplane further down the runway than intended as he crossed the threshold. During the landing roll, the pilot applied the brakes but discovered that there was more standing water on the runway than expected, resulting in the airplane hydroplaning. The airplane subsequently overran the end of the runway onto soft ground and through trees resulting in substantial damage to the right wing. The pilot reported that there were no preaccident mechanical failures or malfunctions 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 failure to attain a proper touchdown point during landing with a tailwind which resulted in a runway over run. Contributing to the accident was a wet runway.

Findings

Aircraft	Descent/approach/glide path - Not attained/maintained
Personnel issues	Identification/recognition - Pilot
Personnel issues	Aircraft control - Pilot
Environmental issues	Wet surface - Awareness of condition
Environmental issues	Tailwind - Effect on operation

Factual Information

History of Flight

Landing-landing roll	Runway excursion (Defining event)
Landing-landing roll	Collision during takeoff/land

Pilot Information

Certificate:	Airline transport	Age:	84, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Lap only
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3 Without waivers/limitations	Last FAA Medical Exam:	April 27, 2021
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	July 11, 2022
Flight Time:	(Estimated) 25000 hours (Total, all aircraft), 1476 hours (Total, this make and model), 15000 hours (Pilot In Command, all aircraft), 4.7 hours (Last 90 days, all aircraft), 2.5 hours (Last 30 days, all aircraft), 0.7 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	Registration:	N225V
Model/Series:	95-C55	Aircraft Category:	Airplane
Year of Manufacture:	1966	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	TE-123
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	May 9, 2022 Annual	Certified Max Gross Wt.:	5300 lbs
Time Since Last Inspection:	22 Hrs	Engines:	2 Reciprocating
Airframe Total Time:	5433 Hrs at time of accident	Engine Manufacturer:	Continental
ELT:	C126 installed, activated, did not aid in locating accident	Engine Model/Series:	IO-520CB3
Registered Owner:	WESTON TIMOTHY J	Rated Power:	285 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:	KGRF, 302 ft msl	Distance from Accident Site:	9 Nautical Miles
Observation Time:	12:55 Local	Direction from Accident Site:	354°
Lowest Cloud Condition:		Visibility	10 miles
Lowest Ceiling:	Broken / 6500 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.81 inches Hg	Temperature/Dew Point:	13°C / 10°C
Precipitation and Obscuration:	Light - None - Drizzle		
Departure Point:	Yelm, WA	Type of Flight Plan Filed:	VFR
Destination:	Yelm, WA	Type of Clearance:	VFR
Departure Time:		Type of Airspace:	Class G

Airport Information

Airport:	Western Air Park 06WN	Runway Surface Type:	Asphalt
Airport Elevation:	389 ft msl	Runway Surface Condition:	Wet
Runway Used:	09	IFR Approach:	None
Runway Length/Width:	2849 ft / 30 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	46.926247,-122.55832

Administrative Information

Investigator In Charge (IIC): Rho, Paul

Additional Participating Persons: Bruce Kitelinger; Federal Aviation Administration; Seattle, WA

Original Publish Date: March 23, 2023

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=106596>

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The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).