



AVIATION



HIGHWAY



MARINE



RAILROAD



PIPELINE

# Aviation Investigation Final Report

<b>Location:</b>	Griffin, Georgia	<b>Accident Number:</b>	ERA24LA085
<b>Date &amp; Time:</b>	December 15, 2023, 20:33 UTC	<b>Registration:</b>	N303RA
<b>Aircraft:</b>	Beech 58	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Wrong surface or wrong airport	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	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

<b>Personnel issues</b>	Identification/recognition - Pilot
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## 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

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	FFC	<b>Distance from Accident Site:</b>	9 Nautical Miles
<b>Observation Time:</b>	15:53 Local	<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	
<b>Lowest Ceiling:</b>		<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	/	<b>Turbulence Type Forecast/Actual:</b>	None / None
<b>Wind Direction:</b>	180°	<b>Turbulence Severity Forecast/Actual:</b>	N/A / N/A
<b>Altimeter Setting:</b>	30.4 inches Hg	<b>Temperature/Dew Point:</b>	15°C / -7°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Macon, GA (MCN)	<b>Type of Flight Plan Filed:</b>	IFR
<b>Destination:</b>	Griffin, GA (GA62)	<b>Type of Clearance:</b>	IFR
<b>Departure Time:</b>	15:06 Local	<b>Type of Airspace:</b>	Class E

## Airport Information

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

## Wreckage and Impact Information

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

## Preventing Similar Accidents

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### 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.nts.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

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

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).