

16. POWER PLANT MAKE/MODEL/SERIES

LYCOMING 0-540 SERIES

33. NARRATIVE

THIS AIRMEN WAS ON A FLIGHT TO THE GOOSE CREEK AIRPORT (28A) FROM THE MONROE EXECUTIVE AIRPORT (KEQY) WITH HIS SON. HE OVER FLEW THE GOOSE CREEK AIRPORT TO CHECK THE WINDS AND DECIDED TO LAND ON RUNWAY 4. HE ENTERED THE PATTERN AND NOTED TREES THAT APPEARED TO HIM TO BE TALL AND CLOSE TO THE DISPLACED THRESHOLD. HE HAD ONLY BEEN TO THIS AIRPORT 2 OTHER TIMES. THE AIRMEN STATED THAT HE WAS HIGHER WITH HIS APPROACH SPEED ON THIS APPROACH. AFTER HE CLEARED THE TREES HE PROCEEDED TO LAND. HE STATED THAT HIS LAST CHECK OF AIRSPEED WAS APPROXIMATELY 85 TO 90. WITH THE NOSE OF THE AIRCRAFT STILL POINTED DOWN THE EXTRA AIRSPEED CAUSED THE AIRCRAFT TO FLOAT. THE AIRCRAFT DID NOT TOUCH DOWN UNTIL APPROXIMATELY THE HALFWAY POINT OF THE 2300 FOOT RUNWAY. THE AIRMEN IMMEDIATELY APPLIED HEAVY BRAKING ACTION WHICH LEFT MARKINGS THAT WERE APPROXIMATELY 990 FEET IN LENGTH. THE AIRCRAFT CONTINUED TO SLIDE IN THE GRASS TURNING TO THE LEFT AND THEN DOWN A SHALLOW HILL COMING TO REST IN THE BRUSH AND TREES OFF THE DEPARTURE END OF THE RUNWAY.

43. BRIEF EXPLANATION OF ISSUES INVOLVED

THE AIRMEN STATED THAT HE HAD A LOT ON HIS MIND ON THE DAY OF THIS ACCIDENT. HE ALSO STATED THAT AFTER THE ACCIDENT HE DID NOT KNOW WHY HE DIDN'T JUST GO AROUND.

THE AIRMEN DID NOT REPORT THIS ACCIDENT. WHEN INTERVIEWED BY THE LAW ENFORCEMENT OFFICER THAT DISCOVERED THE ACCIDENT, THE AIRMEN STATED THAT HE DID NOT PLAN TO REPORT IT AS HE DIDN'T THINK THERE WAS THAT MUCH DAMAGE. THIS ACCIDENT WAS REPORTED TO THE FAA BY LAW ENFORCEMENT BUT NOT BY THE AIRMEN TO THE NTSB.