



# Aviation Investigation Factual Report

|                                |                                      |                         |             |
|--------------------------------|--------------------------------------|-------------------------|-------------|
| <b>Location:</b>               | Block Island, Rhode Island           | <b>Accident Number:</b> | NYC03CA149  |
| <b>Date &amp; Time:</b>        | July 3, 2003, 17:00 Local            | <b>Registration:</b>    | N540Q       |
| <b>Aircraft:</b>               | Beech BE36                           | <b>Aircraft Damage:</b> | Substantial |
| <b>Defining Event:</b>         |                                      | <b>Injuries:</b>        | 4 None      |
| <b>Flight Conducted Under:</b> | Part 91: General aviation - Personal |                         |             |

## Factual Information

On July 03, 2003, about 1700 eastern daylight time, a Beech BE-36, N540Q, was substantially damaged while landing at Block Island State Airport (BID), Block Island, Rhode Island. The certificated private pilot, pilot rated passenger, and two other passengers were not injured. Instrument meteorological conditions prevailed for the flight that departed Flying W Airport (N14), Lumberton, New Jersey, about 1530. An instrument flight rules flight plan was filed for the personal flight conducted under 14 CFR Part 91.

According to his written statement, the pilot flew the VOR Runway 10 approach at BID. Runway 10 was 2,501 feet long, 100 feet wide, and consisted of asphalt. At the conclusion of the instrument approach, the pilot encountered visual meteorological conditions, and the airplane was positioned off to the left side of the runway. He then climbed to 500 feet msl, maintained a constant view of the airport, and flew a circling approach to runway 28. The pilot added that the airplane touched down within the first 100 feet of the runway at a normal approach speed. He applied the brakes with no effect, and believed that the airplane was hydroplaning.

The airplane then traveled off the end of the runway and struck a fence. Examination of the airplane by a Federal Aviation Administration (FAA) inspector did not reveal any pre-impact mechanical malfunctions, nor did the pilot report any. The inspector observed damage to the propeller, landing gear, both wings, and fuselage.

An airport operations manager was on-duty at the time of the accident and witnessed the landing. According to her written statement, the airplane touched down "1/3 down [the runway] at a high rate of speed." It then traveled off the end of the runway and struck a fence. The witness noted the weather as: 300 foot ceiling, and visibility 1/4 mile with heavy rain.

The reported weather at BID, at 1655, was: wind from 160 degrees at 9 knots; visibility 1.25 miles; ceiling 300 feet broken, 900 feet overcast; temperature 68 degrees F; dew point 66 degrees F; altimeter 29.86 inches Hg.

Review of the VOR Runway 10 published approach procedure at BID revealed that the weather minimums for a Circle-To-Land approach were ceiling 580 feet and visibility 1 mile.

## Pilot Information

|                                  |   |  |                   |
|----------------------------------|---|--|-------------------|
| <b>Certificate:</b>              | Private   | <b>Age:</b>                              | 73, Male          |
| <b>Airplane Rating(s):</b>       | Single-engine land; Multi-engine sea                                      | <b>Seat Occupied:</b>                    | Left              |
| <b>Other Aircraft Rating(s):</b> | None  | <b>Restraint Used:</b>                   |                   |
| <b>Instrument Rating(s):</b>     | Airplane  | <b>Second Pilot Present:</b>             |                   |
| <b>Instructor Rating(s):</b>     | None  | <b>Toxicology Performed:</b>             | No                |
| <b>Medical Certification:</b>    | Class 3 Invalid Medical for flight  | <b>Last FAA Medical Exam:</b>            | February 23, 2001 |
| <b>Occupational Pilot:</b>       | UNK   | <b>Last Flight Review or Equivalent:</b> |                   |
| <b>Flight Time:</b>              | 8720 hours (Total, all aircraft), 7000 hours (Total, this make and model) |  |                   |

## Aircraft and Owner/Operator Information

|                                      |                        |                                       |                 |
|--------------------------------------|------------------------|---------------------------------------|-----------------|
| <b>Aircraft Make:</b>                | Beech                  | <b>Registration:</b>                  | N540Q           |
| <b>Model/Series:</b>                 | BE36                   | <b>Aircraft Category:</b>             | Airplane        |
| <b>Year of Manufacture:</b>          |                        | <b>Amateur Built:</b>                 |                 |
| <b>Airworthiness Certificate:</b>    | Normal                 | <b>Serial Number:</b>                 | E 173           |
| <b>Landing Gear Type:</b>            | Retractable - Tricycle | <b>Seats:</b>                         | 6               |
| <b>Date/Type of Last Inspection:</b> |                        | <b>Certified Max Gross Wt.:</b>       | 3600 lbs        |
| <b>Time Since Last Inspection:</b>   |                        | <b>Engines:</b>                       | 1 Reciprocating |
| <b>Airframe Total Time:</b>          |                        | <b>Engine Manufacturer:</b>           | Continental     |
| <b>ELT:</b>                          |                        | <b>Engine Model/Series:</b>           | IO-520          |
| <b>Registered Owner:</b>             | Herman A. Hassinger    | <b>Rated Power:</b>                   | 285 Horsepower  |
| <b>Operator:</b>                     |                        | <b>Operating Certificate(s) Held:</b> | None            |

## Meteorological Information and Flight Plan

|                                  |                         |   |             |
|----------------------------------|-------------------------|---|-------------|
| Conditions at Accident Site:     | Instrument (IMC)        | Condition of Light:                     | Day         |
| Observation Facility, Elevation: |                         | Distance from Accident Site:            |             |
| Observation Time:                |                         | Direction from Accident Site:           |             |
| Lowest Cloud Condition:          |                         | Visibility                              |             |
| Lowest Ceiling:                  |                         | Visibility (RVR):                       |             |
| Wind Speed/Gusts:                | /                       | Turbulence Type<br>Forecast/Actual:     | /           |
| Wind Direction:                  |                         | Turbulence Severity<br>Forecast/Actual: | /           |
| Altimeter Setting:               |                         | Temperature/Dew Point:                  |             |
| Precipitation and Obscuration:   |                         |   |             |
| Departure Point:                 | Lumberton, NJ (N14 )    | Type of Flight Plan Filed:              | IFR         |
| Destination:                     | Block Island, RI (BID ) | Type of Clearance:                      | Special IFR |
| Departure Time:                  |                         | Type of Airspace:                       | Class G     |

## Wreckage and Impact Information

|                     |        |                         |                      |
|---------------------|--------|-------------------------|----------------------|
| Crew Injuries:      | 1 None | Aircraft Damage:        | Substantial          |
| Passenger Injuries: | 3 None | Aircraft Fire:          | None                 |
| Ground Injuries:    | N/A    | Aircraft Explosion:     |                      |
| Total Injuries:     | 4 None | Latitude,<br>Longitude: | 41.166667,-71.567779 |

## Administrative Information

**Investigator In Charge (IIC):** Gretz, Robert

**Additional Participating Persons:**

**Report Date:** August 5, 2003

**Last Revision Date:**

**Investigation Class:** [Class](#)

**Note:** This accident report documents the factual circumstances of this accident as described to the NTSB.

**Investigation Docket:** <https://data.nts.gov/Docket?ProjectID=57385>

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