



Aviation Investigation Final Report

Location:	Avalon, California	Accident Number:	WPR20CA090
Date & Time:	February 10, 2020, 12:45 Local	Registration:	N6056Q
Aircraft:	Beech 36	Aircraft Damage:	Substantial
Defining Event:	Collision during takeoff/land	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that, during the approach, the airplane was a little high and fast and that it touched down about one quarter of the way down the runway. During the landing roll, the pilot thought that he had reduced the power to idle. However, as he was looking down the runway to see the end, he realized that the airplane "was carrying too much" power, that brake application would not be able to stop the airplane in the remaining runway, and that it was too late to go around. He applied maximum braking but was unable to stop the airplane, and it subsequently exited the runway, hit a berm, and nosed over. The airplane sustained substantial damage to the vertical stabilizer and empennage. 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 improper approach and delayed decision to apply corrective action, which resulted in a runway overrun, impact with a berm, and a subsequent nose-over.

Findings

Aircraft	Descent/approach/glide path - Not attained/maintained
Personnel issues	Aircraft control - Pilot
Personnel issues	Delayed action - Pilot
Environmental issues	Sloped/uneven terrain - Effect on operation

Factual Information

History of Flight

Landing-landing roll	Miscellaneous/other
Landing-landing roll	Attempted remediation/recovery
Landing-landing roll	Runway excursion
Landing-landing roll	Collision during takeoff/land (Defining event)
Landing-landing roll	Collision with terr/obj (non-CFIT)
Landing-landing roll	Nose over/nose down

Pilot Information

Certificate:	Private	Age:	75, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	January 13, 2020
Occupational Pilot:		Last Flight Review or Equivalent:	March 5, 2019
Flight Time:	(Estimated) 1117 hours (Total, all aircraft), 64 hours (Total, this make and model), 1016 hours (Pilot In Command, all aircraft), 17 hours (Last 90 days, all aircraft), 4 hours (Last 30 days, all aircraft)		

Passenger Information

Certificate:	None	Age:	53, Male
Airplane Rating(s):	None	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:		Last FAA Medical Exam:	
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:			

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	Registration:	N6056Q
Model/Series:	36 A36	Aircraft Category:	Airplane
Year of Manufacture:	1979	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	E-1504
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	3600 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Continental
ELT:		Engine Model/Series:	IO-520-BA
Registered Owner:	On file	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:	KAVX,1602 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	11:51 Local	Direction from Accident Site:	270°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	310°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.87 inches Hg	Temperature/Dew Point:	15°C / -1°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	San Diego, CA (MYF)	Type of Flight Plan Filed:	IFR
Destination:	Avalon, CA (AVX)	Type of Clearance:	IFR
Departure Time:	12:00 Local	Type of Airspace:	Class D

Airport Information

Airport:	Catalina AVX	Runway Surface Type:	Asphalt
Airport Elevation:	1602 ft msl	Runway Surface Condition:	Dry
Runway Used:	22	IFR Approach:	None
Runway Length/Width:	3000 ft / 75 ft	VFR Approach/Landing:	Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	33.404998,-118.415832(est)

Administrative Information

Investigator In Charge (IIC):	Nixon, Albert
Additional Participating Persons:	Richard Sanchez; Federal Aviation Administration; CA
Original Publish Date:	August 25, 2020
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=100932

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