



AVIATION



HIGHWAY



MARINE



RAILROAD



PIPELINE

Aviation Investigation Final Report

Location:	Augusta, Georgia	Accident Number:	ERA20CA112
Date & Time:	February 23, 2020, 14:15 Local	Registration:	N60SH
Aircraft:	Beech 58	Aircraft Damage:	Substantial
Defining Event:	Landing area overshoot	Injuries:	1 Minor
Flight Conducted Under:	Part 91: General aviation - Positioning		

Analysis

At the conclusion of a positioning flight for maintenance, the pilot of the twin-engine airplane joined the airport traffic pattern at the destination airport. During the landing flare, the pilot began pulling back on what he thought were the throttle levers, but was instead the propeller control levers, which he pulled into the feather position. When the propellers started feathering, he thought that he had lost power on both engines. He landed the airplane "long" on the remaining runway. It subsequently traveled off the end of the runway, through the airport perimeter security fence, crossed a roadway, and came to rest. During the runway overrun, the airplane was substantially damaged.

After the accident, the pilot realized that he had been flying the twin-engine accident airplane like he typically flew his high performance single-engine airplane, and believed that was why he retarded the propeller control levers. Review of photographs provided by a Federal Aviation Administration (FAA) inspector showed that unlike the pilot's high performance single-engine airplane, which had its throttle control located on the left side of the control console with the propeller control in the middle, the twin-engine accident airplane had its propeller control levers located on the left side of the control console and the throttle control levers in the middle. According to FAA Airworthiness records, the twin engine accident airplane was manufactured in 1980. Review of the twin-engine airplane manufacturer's technical information indicated that it was not until 1984 that the manufacturer changed the instrument panel layout and relocated the throttle, propeller, and mixture controls to industry-standard positions, similar to those in the pilot's high performance single-engine airplane.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The pilot's failure to land and stop the airplane within the available runway, which resulted in a runway overrun. Contributing to the outcome was the pilot's inadvertent feathering of both propellers during approach to landing.

Findings

Personnel issues	Incorrect action performance - Pilot
Aircraft	Landing distance - Capability exceeded
Aircraft	Propeller feather/reversing - Unintentional use/operation

Factual Information

History of Flight

Landing-flare/touchdown	Landing area overshoot (Defining event)
Landing-flare/touchdown	Miscellaneous/other
Landing-landing roll	Runway excursion
Landing-landing roll	Collision with terr/obj (non-CFIT)

Pilot Information

Certificate:	Airline transport; Commercial	Age:	76, Male
Airplane Rating(s):	Single-engine land; Multi-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):	Airplane multi-engine; Airplane single-engine; Instrument airplane	Toxicology Performed:	No
Medical Certification:	Class 2 With waivers/limitations	Last FAA Medical Exam:	September 16, 2019
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	April 16, 2019
Flight Time:	7484 hours (Total, all aircraft), 580.7 hours (Total, this make and model), 7311.7 hours (Pilot In Command, all aircraft), 57.4 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	Registration:	N60SH
Model/Series:	58 P	Aircraft Category:	Airplane
Year of Manufacture:	1980	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	TJ-267
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	March 22, 2019 Annual	Certified Max Gross Wt.:	6200 lbs
Time Since Last Inspection:		Engines:	2 Reciprocating
Airframe Total Time:	2873.9 Hrs as of last inspection	Engine Manufacturer:	Continental
ELT:	C91 installed, activated, did not aid in locating accident	Engine Model/Series:	TSIO-520-WB
Registered Owner:	Eagle Parts & Products Inc	Rated Power:	325 Horsepower
Operator:	Eagle Parts & Products Inc	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	DNL, 422 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	13:53 Local	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	120°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	30.21 inches Hg	Temperature/Dew Point:	16°C / -3°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Augusta, GA (AGS)	Type of Flight Plan Filed:	VFR/IFR
Destination:	Augusta, GA (DNL)	Type of Clearance:	VFR; VFR flight following
Departure Time:	14:05 Local	Type of Airspace:	Class G

Airport Information

Airport:	Daniel Field DNL	Runway Surface Type:	Asphalt
Airport Elevation:	422 ft msl	Runway Surface Condition:	Dry
Runway Used:	11	IFR Approach:	None
Runway Length/Width:	3733 ft / 100 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	33.466667,-82.039443(est)

Administrative Information

Investigator In Charge (IIC):	Gunther, Todd
Additional Participating Persons:	Michael Pupek; FAA / FSDO; Atlanta, GA
Original Publish Date:	February 2, 2021
Last Revision Date:	
Investigation Class:	Class 4
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=100998

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](#).