



Aviation Investigation Final Report

Location:	Spruce Pines, North Carolina	Accident Number:	ERA21LA012
Date & Time:	October 3, 2020, 13:15 Local	Registration:	N8783M
Aircraft:	Beech 23	Aircraft Damage:	Substantial
Defining Event:	Runway excursion	Injuries:	1 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

Before attempting to land on the 3,001-ft-long, asphalt runway, the pilot had been advised by personnel at the destination airport that landing toward the upsloping direction of the runway was preferred. The pilot did not check the wind direction prior to landing, and during the landing flare, the airplane did not slow down or descend. The pilot added full flaps, but the airplane continued to float and touched down with about 200 ft of remaining runway. Subsequently, the airplane overran the runway end, proceeded through the airport perimeter fence, traveled down an embankment, and came to rest on a road. The airplane sustained substantial damage to the fuselage. Following the accident, the pilot reported that there were no preaccident mechanical malfunctions or failures with the airplane that would have precluded normal operation and stated that he believed that a tailwind was likely present during the landing attempt.

Probable Cause and Findings

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

The pilot's failure to familiarize himself with the wind conditions at the destination airport and his failure to attain the proper touchdown point during landing, which resulted in a long, tailwind landing and subsequent runway overrun.

Findings

Personnel issues	Decision making/judgment - Pilot
Environmental issues	Tailwind - Awareness of condition
Personnel issues	Aircraft control - Pilot
Aircraft	Descent/approach/glide path - Not attained/maintained

Factual Information

History of Flight

Landing-flare/touchdown	Runway excursion (Defining event)
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Pilot Information

Certificate:	Private	Age:	71, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Unknown
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	BasicMed	Last FAA Medical Exam:	May 2, 2018
Occupational Pilot:	No	Last Flight Review or Equivalent:	November 9, 2018
Flight Time:	500 hours (Total, all aircraft), 35 hours (Total, this make and model), 500 hours (Pilot In Command, all aircraft), 20 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft), 2.5 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	Registration:	N8783M
Model/Series:	23	Aircraft Category:	Airplane
Year of Manufacture:	1964	Amateur Built:	
Airworthiness Certificate:	Normal; Utility	Serial Number:	M-568
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	July 3, 2020 Annual	Certified Max Gross Wt.:	2349 lbs
Time Since Last Inspection:	10 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	3585 Hrs as of last inspection	Engine Manufacturer:	Continental
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	IO 346A
Registered Owner:	On file	Rated Power:	165 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:	KMRN,1270 ft msl	Distance from Accident Site:	20 Nautical Miles
Observation Time:	13:35 Local	Direction from Accident Site:	111°
Lowest Cloud Condition:	Scattered / 4800 ft AGL	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	Unknown / Unknown
Wind Direction:	150°	Turbulence Severity Forecast/Actual:	Unknown / Unknown
Altimeter Setting:	3025 inches Hg	Temperature/Dew Point:	20°C / 7°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Falmouth, KY (K62)	Type of Flight Plan Filed:	None
Destination:	Spruce Pines, NC	Type of Clearance:	None
Departure Time:	10:30 Local	Type of Airspace:	Class G

Airport Information

Airport:	Avery County Airport 7A8	Runway Surface Type:	Asphalt
Airport Elevation:	2745 ft msl	Runway Surface Condition:	Dry
Runway Used:	35	IFR Approach:	None
Runway Length/Width:	3001 ft / 60 ft	VFR Approach/Landing:	Full stop;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	35.950234,-81.998167(est)

Administrative Information

Investigator In Charge (IIC):	Spencer, Lynn
Additional Participating Persons:	Eric Newsome; FAA/FSDO; Charlotte, NC
Original Publish Date:	July 15, 2021
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=102119

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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](#).