



Aviation Investigation Final Report

Location:	ASHDOWN, Arkansas	Accident Number:	FTW93LA213
Date & Time:	July 3, 1993, 09:00 Local	Registration:	N258P
Aircraft:	BEECH 95-B55B	Aircraft Damage:	Substantial
Defining Event:		Injuries:	5 None
Flight Conducted Under:	Part 91: General aviation - Executive/Corporate		

Analysis

THE PILOT EXPERIENCED NO BRAKING ACTION AFTER LANDING ON A 2,500 FOOT WET GRASS AIRSTRIP. AS THE AIRPLANE CONTINUED SLIDING DOWN THE RUNWAY, THE PILOT INITIATED A GROUND LOOP TO AVOID GOING THROUGH A FENCE AT THE END OF THE STRIP. THE LEFT MAIN LANDING GEAR AND THE NOSE LANDING GEAR COLLAPSED RESULTING IN SUBSTANTIAL DAMAGE TO THE AIRFRAME

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S FAILURE TO ABORT THE LANDING. A FACTOR WAS THE WET GRASS

Findings

Occurrence #1: OVERRUN
Phase of Operation: LANDING - ROLL

Findings

1. (F) TERRAIN CONDITION - GRASS
2. (F) TERRAIN CONDITION - WET
3. BRAKES(NORMAL) - INADEQUATE - PILOT IN COMMAND
4. (C) ABORTED LANDING - NOT PERFORMED - PILOT IN COMMAND
5. GROUND LOOP/SWERVE - INTENTIONAL - PILOT IN COMMAND

Occurrence #2: GEAR COLLAPSED
Phase of Operation: LANDING - ROLL

Findings

6. LANDING GEAR - OVERLOAD

Factual Information

On Saturday, July 3, 1993, at approximately 0900 central daylight time, a Beech 95 B55B airplane, N258P, was substantially damaged while landing near Ashdown, Arkansas. The commercial pilot and his three passengers were not injured. Visual meteorological conditions prevailed for the executive flight.

According to the operator, the pilot intentionally ground looped the airplane as he approached the fence at the departure end of the grass strip. During the landing roll the pilot reported he experienced minimum braking action; he further stated that the grass airstrip was wet due to an unusually heavy morning dew. During an interview the pilot stated that the side loading imposed by the ground loop collapsed the nose and left main landing gears, resulting in structural damage to the left wing and airframe.

Pilot Information

Certificate:	Airline transport; Flight instructor	Age:	35, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
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 1 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	August 31, 1992
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	1959 hours (Total, all aircraft), 37 hours (Total, this make and model), 1844 hours (Pilot In Command, all aircraft), 160 hours (Last 90 days, all aircraft), 137 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N258P
Model/Series:	95-B55B 95-B55B	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	TC-2414
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	June 4, 1993 Annual	Certified Max Gross Wt.:	5121 lbs
Time Since Last Inspection:	10 Hrs	Engines:	2 Reciprocating
Airframe Total Time:	990 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	IO-470L
Registered Owner:	PRUET, CHESLEY	Rated Power:	260 Horsepower
Operator:	PRUET, CHESLEY	Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	7 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	29°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	EL DORADO , TX (ELD)	Type of Flight Plan Filed:	IFR
Destination:		Type of Clearance:	None
Departure Time:	08:30 Local	Type of Airspace:	Class G

Airport Information

Airport:	PRUET RANCH NONE	Runway Surface Type:	Grass/turf
Airport Elevation:	369 ft msl	Runway Surface Condition:	Wet
Runway Used:	9	IFR Approach:	
Runway Length/Width:	2500 ft / 35 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	4 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	5 None	Latitude, Longitude:	33.670455,-94.119537(est)

Administrative Information

Investigator In Charge (IIC):	Casanova, Hector
Additional Participating Persons:	NEAL VINES; LITTLE ROCK , AR
Original Publish Date:	November 19, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=18793

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](#).