



Aviation Investigation Preliminary Report

Location:	Atlanta, GA	Accident Number:	ERA24LA012
Date & Time:	October 18, 2023, 15:11 Local	Registration:	N93GA
Aircraft:	Beech 300	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Business		

On October 18, 2023, about 1511 eastern daylight time, a Beech 300, N93GA, was substantially damaged when it was involved in an accident near Atlanta, Georgia. The airline transport pilot and one passenger were not injured. The airplane was operated as a Title 14 *Code of Federal Regulations* Part 91 business flight.

The pilot stated that after turning onto the final approach leg of the airport traffic pattern for runway 21L at Dekalb-Peachtree Airport he tracked the 3° instrument landing system glideslope to the runway. When airplane was 500 ft above ground level, it was flying at 162 knots indicated airspeed (KIAS), which was greater than the full flap extension airspeed of 157 KIAS. The flight continued towards runway 21L for a “half flap landing” which reportedly was “slightly long,” though the pilot thought there was adequate runway remaining to stop. Upon touchdown, the pilot moved each power lever to ground fine, but he did not hear the normal propeller pitch sound change nor did he detect normal deceleration. The pilot applied the brakes, then “stood on the toe brakes” and applied maximum reverse thrust. He did not hear or feel the main landing gear tires skidding and the airplane slowed but did not slow to a stop as would have been expected under normal circumstances. The airplane rolled past the end of the runway onto the displaced threshold and then into an engineered material arresting system (EMAS) at a groundspeed of about 40 knots or less. The airplane came rest in the EMAS with its nose landing gear collapsed.

Review of Federal Aviation Administration (FAA) automated dependent surveillance – broadcast (ADS-B) data which ended about 6,420 ft from the runway 21L displaced threshold revealed that for the final 62 seconds, the average calculated groundspeed was about 166 knots.

According to the airplane Pilot’s Operating Handbook and FAA Approved Airplane Flight Manual (POH/AFM), the approach speeds at about the airplane’s landing weight of 11,000

pounds for a 3° approach with flaps down and up were 93 KIAS and 116 KIAS, respectively. The POH/AFM did not have a performance chart for landing with half flaps.

Postaccident examination of the airplane which was not equipped with a brake antiskid system revealed all main landing gear tires were deflated, and at least one tire on each main landing gear exhibited flat spotting through the tread.

Aviation surface observation reports taken about 18 minutes before the accident and 42 minutes after the accident reported in part, calm wind, and a variable wind at 5 knots, respectively.

The airplane was recovered for further examination of the airframe, propellers systems, brake system, and retention of any devices that contained non-volatile memory.

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	Registration:	N93GA
Model/Series:	300 Undesignated Series	Aircraft Category:	Airplane
Amateur Built:			
Operator:	CSW AVIATION LLC	Operating Certificate(s) Held:	None
Operator Designator Code:			

Meteorological Information and Flight Plan

Conditions at Accident Site:	VMC	Condition of Light:	Day
Observation Facility, Elevation:	KPDK,979 ft msl	Observation Time:	14:53 Local
Distance from Accident Site:	1 Nautical Miles	Temperature/Dew Point:	19°C /8°C
Lowest Cloud Condition:	Clear	Wind Speed/Gusts, Direction:	/ ,
Lowest Ceiling:	None	Visibility:	10 miles
Altimeter Setting:	30.13 inches Hg	Type of Flight Plan Filed:	IFR
Departure Point:	Savannah, GA (SAV)	Destination:	Atlanta, GA

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	33.867639,-84.30442 (est)

Administrative Information

Investigator In Charge (IIC):	Monville, Timothy
Additional Participating Persons:	Andre T Cummings; FAA/FSDO; College Park, GA
Investigation Class:	Class 3
Note:	The NTSB did not travel to the scene of this accident.