



Aviation Investigation Final Report

Location:	Griffin, Georgia	Accident Number:	ERA24LA373
Date & Time:	September 7, 2024, 11:30 Local	Registration:	N5096R
Aircraft:	RAYTHEON AIRCRAFT COMPANY 58	Aircraft Damage:	Substantial
Defining Event:	Runway excursion	Injuries:	1 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot of the multiengine airplane was attempting to land on a 3,000-ft-long by 40-ft-wide, asphalt runway. He performed a go-around during his first approach as the airplane was too high. During the second approach, the airplane floated in ground effect and touched down long. The pilot realized the long landing too late to abort the landing, and applied heavy braking; however, the airplane departed the end of the runway and came to rest upright in a grass area. The airplane's left wing and forward fuselage were substantially damaged. The pilot reported that there were no preimpact mechanical malfunctions or failures of 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 failure to conduct a timely aborted landing, which resulted in a runway overrun.

Findings

Personnel issues	Decision making/judgment - Pilot
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Factual Information

History of Flight

Landing-landing roll	Runway excursion (Defining event)
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Pilot Information

Certificate:	Private	Age:	69,Male
Airplane Rating(s):	Single-engine land; Single-engine sea	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:	Yes
Medical Certification:	Class 3 Without waivers/limitations	Last FAA Medical Exam:	July 23, 2023
Occupational Pilot:	No	Last Flight Review or Equivalent:	February 13, 2024
Flight Time:	2568 hours (Total, all aircraft), 779 hours (Total, this make and model), 2420 hours (Pilot In Command, all aircraft), 16 hours (Last 90 days, all aircraft), 8 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	RAYTHEON AIRCRAFT COMPANY	Registration:	N5096R
Model/Series:	58	Aircraft Category:	Airplane
Year of Manufacture:	2001	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	TH-1996
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	September 20, 2023 Annual	Certified Max Gross Wt.:	5500 lbs
Time Since Last Inspection:	48 Hrs	Engines:	2 Reciprocating
Airframe Total Time:	1346 Hrs at time of accident	Engine Manufacturer:	CONT MOTOR
ELT:	C126 installed, activated, did not aid in locating accident	Engine Model/Series:	IO-550C
Registered Owner:	On file	Rated Power:	300 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:	6A2,959 ft msl	Distance from Accident Site:	6 Nautical Miles
Observation Time:	11:35 Local	Direction from Accident Site:	101°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	None / None
Wind Direction:		Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	29.95 inches Hg	Temperature/Dew Point:	25°C / 17°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Melbourne, FL (MLB)	Type of Flight Plan Filed:	IFR
Destination:	Griffin, GA	Type of Clearance:	IFR
Departure Time:	10:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	Cedar Ridge Airport GA62	Runway Surface Type:	Asphalt
Airport Elevation:	1 ft msl	Runway Surface Condition:	Dry
Runway Used:	18	IFR Approach:	None
Runway Length/Width:	3000 ft / 40 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:	33.248227,-84.400504(est)

Administrative Information

Investigator In Charge (IIC):	Gretz, Robert
Additional Participating Persons:	William Ellerbee; FAA/FSDO; Atlanta, GA
Original Publish Date:	November 8, 2024
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=195078

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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](#).