



Aviation Investigation Final Report

Location:	KINGFISHER, Oklahoma	Accident Number:	FTW96LA327
Date & Time:	July 29, 1996, 09:03 Local	Registration:	N8576R
Aircraft:	Beech 95-B55B	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation		

Analysis

According to the pilot, during his first attempt for landing, he approached the runway too fast and performed a go-around. On the second approach, the airplane entered 'ground effect [which] caused extended float.' The pilot reported that the airplane touched down approximately 1/3 of the way down the 2,000 foot long wet grass runway. The airplane began to 'slide,' and it overran the end of the runway. The airplane then crossed a paved road and entered a ditch before coming to rest.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's misjudgment of distance and speed, and his failure to attain a proper touchdown point, while landing. Related factors were: the short/wet runway, and uneven terrain and ditch beyond the end of the runway.

Findings

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

Findings

1. (C) DISTANCE/SPEED - MISJUDGED - PILOT IN COMMAND
2. (C) PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
3. (F) AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SHORT RUNWAY/LANDING AREA
4. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - GRASS

5. (F) AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - WET

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING - ROLL

Findings

- 6. (F) TERRAIN CONDITION - ROUGH/UNEVEN
- 7. (F) TERRAIN CONDITION - DITCH

Factual Information

On July 29, 1996, at 0903 central daylight time, a Beech 95-B55B, N8576R, owned and operated by Perry Tire & Alignment Inc., sustained substantial damage during landing near Kingfisher, Oklahoma. The private pilot was not injured. Visual meteorological conditions prevailed for the Title 14 CFR Part 91 personal flight. A flight plan was not filed for the local flight that originated near Oklahoma City, Oklahoma, at 0845.

According to the pilot, during his first attempt for landing, he approached the 2,000 foot runway too fast and performed a go-around. On the second approach, the airplane entered "ground effect [which] caused extended float." The pilot reported that the airplane touched down approximately 1/3 of the way down the wet grass runway. The airplane began to "slide" and overran the end of the runway. The airplane crossed a paved road and entered a ditch before coming to a stop. The left main landing gear and nose landing gear collapsed, and the left wing and fuselage were both wrinkled.

Pilot Information

Certificate:	Private	Age:	36, Male
Airplane Rating(s):	Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	March 8, 1995
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	743 hours (Total, all aircraft), 385 hours (Total, this make and model), 696 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	Registration:	N8576R
Model/Series:	95-B55B 95-B55B	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	TC-1779
Landing Gear Type:	Retractable - Tricycle	Seats:	5
Date/Type of Last Inspection:	August 31, 1995 Annual	Certified Max Gross Wt.:	5100 lbs
Time Since Last Inspection:	165 Hrs	Engines:	2 Reciprocating
Airframe Total Time:	6245 Hrs	Engine Manufacturer:	Continental
ELT:	Installed	Engine Model/Series:	IO-470
Registered Owner:	PERRY TIRE & ALIGNMENT INC	Rated Power:	260 Horsepower
Operator:		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:	WDG ,1167 ft msl	Distance from Accident Site:	30 Nautical Miles
Observation Time:	08:50 Local	Direction from Accident Site:	14°
Lowest Cloud Condition:	Scattered / 5000 ft AGL	Visibility	7 miles
Lowest Ceiling:	Overcast / 9000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	320°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	22°C / 20°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	OKLAHOMA CITY , OK (PWA)	Type of Flight Plan Filed:	None
Destination:	(F92)	Type of Clearance:	None
Departure Time:	08:45 Local	Type of Airspace:	Class D

Airport Information

Airport:	KINGFISHER MUNICIPAL F92	Runway Surface Type:	Grass/turf
Airport Elevation:	1068 ft msl	Runway Surface Condition:	Wet
Runway Used:	17	IFR Approach:	None
Runway Length/Width:	2000 ft / 100 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	35.839256,-97.930007(est)

Administrative Information

Investigator In Charge (IIC):	Wigington, Douglas
Additional Participating Persons:	JERRY M YATES; OKLAHOMA CITY , OK LESLIE K SARGENT; OKLAHOMA CITY , OK
Original Publish Date:	April 15, 1998
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=19928

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