



Aviation Investigation Final Report

Location:	ARCADIA, Florida	Accident Number:	MIA95LA050
Date & Time:	December 26, 1994, 06:30 Local	Registration:	N546V
Aircraft:	BEECH 95-C55	Aircraft Damage:	Substantial
Defining Event:		Injuries:	3 Serious
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT OBTAINED A WEATHER BRIEFING FROM THE TV WEATHER CHANNEL BEFORE DEPARTURE AND FOG WAS NOT MENTIONED NOR DID THE PILOT OBTAIN ANY OTHER WEATHER BRIEFING. UPON ARRIVAL AT THE DESTINATION AIRSTRIP HE CIRCLED SEVERAL TIMES UNTIL LIGHT CONDITIONS IMPROVED. HE LANDED WITH THE FLAPS FULLY EXTENDED, ENCOUNTERED FOG, AND DID NOT FULLY APPLY THE NORMAL BRAKES TO STOP. REALIZING THAT THERE WAS INSUFFICIENT RUNWAY REMAINING TO STOP HE APPLIED THROTTLE TO GO AROUND; HOWEVER, HE DID NOT RETRACT THE FLAPS. THE AIRPLANE BECAME AIRBORNE BUT COLLIDED WITH A GATE, TREES, THEN THE GROUND.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: POOR IN FLIGHT PLANNING/DECISION BY THE PILOT FOR ELECTING TO LAND WITH FOG ON THE AIRSTRIP. CONTRIBUTING TO THE ACCIDENT WAS FAILURE OF THE PILOT TO OBTAIN A FORMAL PREFLIGHT WEATHER BRIEFING AND HIS FAILURE TO FULLY APPLY THE BRAKES (NORMAL) AFTER LANDING. ALSO CONTRIBUTING TO THE ACCIDENT WAS FAILURE OF THE PILOT TO RETRACT THE FLAPS FROM THE FULLY EXTENDED POSITION DURING THE ABORTED LANDING.

Findings

Occurrence #1: ON GROUND/WATER ENCOUNTER WITH WEATHER
Phase of Operation: LANDING - ROLL

Findings

1. (F) PREFLIGHT BRIEFING SERVICE - NOT PERFORMED - PILOT IN COMMAND
2. WEATHER CONDITION - FOG
3. (C) IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH OBJECT

Phase of Operation: LANDING - ABORTED

Findings

4. OBJECT - FENCE
5. OBJECT - TREE(S)
6. (F) BRAKES(NORMAL) - IMPROPER USE OF - PILOT IN COMMAND
7. (F) RAISING OF FLAPS - NOT PERFORMED - PILOT IN COMMAND

Factual Information

On December 26, 1994, about 0630 eastern standard time, a Beech 95-C55, N546V, registered to F. Browne Gregg, crashed during an aborted landing attempt at a private airstrip near Arcadia, Florida, while on a 14 CFR Part 91 personal flight. Instrument meteorological conditions prevailed at the accident site and no flight plan was filed. The airplane was substantially damaged and the private-rated pilot and two passengers were seriously injured. The flight originated about 0550 from the Leesburg Municipal Airport, Leesburg, Florida.

The pilot stated that before departure he watched the TV weather channel to determine weather conditions for the route of flight. Fog was not mentioned for the destination airstrip area and he did not obtain any other weather briefing. Upon arrival at the destination airstrip he orbited several times due to low light conditions. When the light conditions improved, he observed fog near the airstrip and stated to his passengers "we need to get on the ground or go home." After touchdown about half way down the 2,552-foot grass runway with the flaps fully extended, he encountered "dense" fog. He further stated that he was concentrating on the airplane's instruments and did not fully apply the brakes. After observing the runway again he applied full throttle to go around, realizing that there was insufficient runway remaining to stop. He further stated that both engines operated normally and he did not retract the flaps. The airplane then collided with a gate, trees, and came to rest inverted on the ground.

Review of the pilot's operating handbook regarding balked landing procedures revealed that the flaps are to be raised to 0 degrees.

Pilot Information

Certificate:	Private	Age:	72, Male
Airplane Rating(s):	Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Helicopter	Toxicology Performed:	No
Medical Certification:	Class 3 Expired	Last FAA Medical Exam:	April 16, 1987
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	12000 hours (Total, all aircraft), 8000 hours (Total, this make and model), 11600 hours (Pilot In Command, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N546V
Model/Series:	95-C55 95-C55	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal; Transport; Experimental (Special)	Serial Number:	TE-165
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	December 16, 1994 Annual	Certified Max Gross Wt.:	5300 lbs
Time Since Last Inspection:	6 Hrs	Engines:	2 Reciprocating
Airframe Total Time:	6320 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	IO-520-C
Registered Owner:	GREGG, F. BROWNE	Rated Power:	285 Horsepower
Operator:		Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument (IMC)	Condition of Light:	Dawn
Observation Facility, Elevation:	FMY ,18 ft msl	Distance from Accident Site:	37 Nautical Miles
Observation Time:	06:47 Local	Direction from Accident Site:	171°
Lowest Cloud Condition:	Scattered / 3000 ft AGL	Visibility	6 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	40°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	11°C / 9°C
Precipitation and Obscuration:	N/A - None - Fog		
Departure Point:	LEESBURG , FL (LEE)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	05:50 Local	Type of Airspace:	Class G

Airport Information

Airport:	CMI	Runway Surface Type:	Grass/turf
Airport Elevation:		Runway Surface Condition:	Wet
Runway Used:	1	IFR Approach:	
Runway Length/Width:	2552 ft	VFR Approach/Landing:	Go around

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Substantial
Passenger Injuries:	2 Serious	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 Serious	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	Monville, Timothy
Additional Participating Persons:	ERNEST WILSON; ORLANDO , FL PAUL E YOOS; WICHITA , KS
Original Publish Date:	April 5, 1995
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=37716

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](#).