



Aviation Investigation Final Report

Location:	Theodosia, Missouri	Accident Number:	CHI01LA299
Date & Time:	August 31, 2001, 19:30 Local	Registration:	N6412X
Aircraft:	Beech 58P	Aircraft Damage:	Substantial
Defining Event:		Injuries:	5 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The airplane contacted a drainage ditch off the end of the runway after hydroplaning during the landing. The pilot reported that he circled prior to landing to wait for a rain shower to pass over the airport. He reported the airplane touched down on the first 500 feet of runway and that it was not decelerating as usual during the landing roll. The pilot reported there was more standing water on the runway than he had anticipated which resulted in "almost zero braking capacity." The pilot reported he elected to continue the landing rather than attempt a go-around into the rising terrain off the departure end of the runway. The pilot reported, "I held the yoke full back, pumped the brakes through several episodes of hydroplaning and concentrated on maintaining control of the aircraft, slowing it down, and steering it to the least damaging area of the overrun."

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: Diminished braking action due to standing water on the runway. A factor associated with the accident was the ditch which the airplane contacted.

Findings

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

Findings

1. (C) AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - WET
2. (C) BRAKES(NORMAL) - DIMINISHED

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER

Phase of Operation: LANDING - ROLL

Findings

3. (F) TERRAIN CONDITION - DITCH

Factual Information

On August 31, 2001, at 1930 central daylight time, N6412X, a Beech 58P, contacted a ditch when it ran off the departure end of the runway while landing on runway 28 (3,000 feet by 48 feet, asphalt) at the Lost Mine Airport (MO56), Theodosia, Missouri. The pilot and four passengers were not injured. The airplane was substantially damaged. The 14 CFR Part 91 personal flight was operating in visual meteorological conditions (VMC) and an instrument flight rules flight plan was filed. The flight originated from Addison, Texas, at 1710.

The pilot reported that he checked the weather twice prior to departing Addison. He reported the weather in the area of Theodosia was clear and the forecast was for the possibility of widely scattered rain showers. The pilot reported that after takeoff he climbed to 13,000 feet and the flight was uneventful. He reported that while en route he again checked the forecast for MO56 and it remained VMC.

The pilot reported there was a three mile diameter rain shower just north of MO56 when he arrived in the area. He reported that the rain was moving to the south. The pilot reported that he circled the area for approximately 25 minutes while waiting for the rain shower to move across the airport and off to the south. The pilot reported that the windsock on the east end of the airport was showing a direct "...right to left crosswind at less than 10 knots." He reported "Since I had landed with a wet runway at this field on many occasions I did not see this as an absolute bar to landing and there was no tailwind component present for a 280 landing. Overall, I was balancing the gathering darkness and approaching IFR fuel reserves with the wet runway, and I did not believe that an attempted landing held anything different than I had confronted on this field on numerous prior occasions."

The pilot reported that while on short final, he encountered light to moderate turbulence with the windsock showing a direct right crosswind. The pilot reported, "However, late into the landing flare with the wheel touching the surface (at less than 500 feet down the runway) and the spoilers deploying, the aircraft was not decelerating as it normally did. In addition, there was much more standing water on the runway than I had been able to observe or anticipate and I found myself with almost zero braking capacity. By this time I was at the mid-point of the runway's length and given the time it would have taken to clean up the airplane for a go-around (with full flaps and spoilers deployed) I elected to continue the landing rather than attempt a go-around into rising terrain to the W [west]. I held the yoke full back, pumped the brakes through several episodes of hydroplaning and concentrated on maintaining control of the aircraft, slowing it down, and steering it to the least damaging area of the overrun."

The airplane continued off the end of the runway where it sustained substantial damage upon contacting a drainage ditch.

The pilot reported he has flown into the Lost Mine Airport hundreds of times over the last 7 years. He reported that because of rapidly rising terrain on the west end of the runway, he makes it a habit to land to the west on runway 28, and to depart to the east on runway 10.

Pilot Information

Certificate:	Commercial; Private	Age:	57, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land; Multi-engine sea	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	June 15, 2001
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	April 15, 2000
Flight Time:	2550 hours (Total, all aircraft), 1050 hours (Total, this make and model), 2251 hours (Pilot In Command, all aircraft), 80 hours (Last 90 days, all aircraft), 14 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	Registration:	N6412X
Model/Series:	58P	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	TJ 412
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	February 7, 2001 Annual	Certified Max Gross Wt.:	6200 lbs
Time Since Last Inspection:		Engines:	2 Reciprocating
Airframe Total Time:	3188 Hrs	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	TSIO-520-WB
Registered Owner:	Ronald A. Hellstern	Rated Power:	325 Horsepower
Operator:		Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	BPK,928 ft msl	Distance from Accident Site:	14 Nautical Miles
Observation Time:	18:53 Local	Direction from Accident Site:	140°
Lowest Cloud Condition:		Visibility	10 miles
Lowest Ceiling:	Broken / 3400 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	6 knots / None	Turbulence Type Forecast/Actual:	/
Wind Direction:	120°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.9 inches Hg	Temperature/Dew Point:	26°C / 21°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Addison, TX (ADS)	Type of Flight Plan Filed:	IFR
Destination:	Theodosia, MO (M056)	Type of Clearance:	IFR
Departure Time:	17:10 Local	Type of Airspace:	Class G

Airport Information

Airport:	Lost Mine M056	Runway Surface Type:	Asphalt
Airport Elevation:	820 ft msl	Runway Surface Condition:	Wet
Runway Used:	28	IFR Approach:	None
Runway Length/Width:	2900 ft / 50 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:	36.570755,-92.659934(est)

Administrative Information

Investigator In Charge (IIC):	Sullivan, Pamela
Additional Participating Persons:	Larry Wahl; FAA; Kansas City, MO
Original Publish Date:	June 4, 2002
Last Revision Date:	
Investigation Class:	Class
Note:	The NTSB traveled to the scene of this accident.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=53167

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