



Aviation Investigation Final Report

Location:	Provincetown, Massachusetts	Accident Number:	NYC02LA143
Date & Time:	July 19, 2002, 18:32 Local	Registration:	N9280Q
Aircraft:	Beech 58	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

According to the pilot, during an ILS RWY 07 approach, the airplane descended out of an overcast cloud layer about 200 feet above the ground, with a visibility of about 3/4 statute mile. The pilot noticed that the threshold of the 3,500-foot runway was off to his right. He added power to prevent a stall, and maneuvered towards the runway. He landed the airplane on runway centerline, about 1,700 feet from the departure end. He could not stop the airplane in the distance remaining, and it overran the departure end of the runway. The calculated no-wind landing distance at maximum gross weight was about 1,450 feet. Weather, recorded at the airport 2 minutes after the accident, included winds from 050 degrees true at 6 knots, a 100-foot overcast cloud layer, and a visibility of 1/4 statute mile. Approach procedure minimums included a 200-foot ceiling and a 3/4-statute-mile visibility. The pilot stated that he had "landed too fast," and that the cause of the accident was his failure to initiate a go-around when he was not in a proper position to land.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to initiate a timely go-around, which resulted in his landing the airplane long and fast. Factors included low ceilings and the airplane's initial misalignment with the runway.

Findings

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

Findings

1. (F) WEATHER CONDITION - LOW CEILING
2. (C) GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
3. (F) AIRSPEED(VREF) - EXCESSIVE - PILOT IN COMMAND
4. (F) PROPER ALIGNMENT - DELAYED - PILOT IN COMMAND

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

Phase of Operation: LANDING - ROLL

Factual Information

On July 19, 2002, at 1832 eastern daylight time, a Beech 58, N9280Q, was substantially damaged when it overran the departure end of runway 07 during a landing at Provincetown Municipal Airport (PVC), Provincetown, Massachusetts. The certificated private pilot and the passenger were not injured. Instrument meteorological conditions prevailed at the time. The airplane was operating on an instrument flight rules flight plan between Danbury Municipal Airport (DXR), Danbury, Connecticut, and Provincetown. The personal flight was conducted under 14 CFR Part 91.

According to the pilot, during the ILS RWY 07 approach, the airplane descended out of an overcast cloud layer about 200 feet above the ground, with a visibility of about 3/4 of a mile. The pilot noticed that the runway threshold was off to his right. He added power to prevent a stall, and maneuvered the airplane to the right. He landed the airplane at what he thought was 110 mph, about 1,800 feet down the runway.

The pilot further stated that he thought the airplane's brakes were "not up to par" when he attempted to stop, but felt the overriding cause of the accident was his failure to initiate a go-around when he was not in a proper position to land.

In a subsequent statement, the pilot also reported that he "landed too fast."

According to the airplane's Pilot Operating Handbook, at maximum gross weight, the "airspeed for safe operation," at "landing approach flaps 30," was 110 mph. The calculated no-wind landing distance at maximum gross weight was about 1,450 feet.

Provincetown Airport runway 07 was about 3,500 feet long, and 100 feet wide. The ILS RWY 07 approach minimums included a 200-foot ceiling and a 3/4-statute-mile visibility.

Weather, recorded at the airport 2 minutes after the accident, included winds from 050 degrees true at 6 knots, temperature 71 degrees Fahrenheit, dewpoint 64 degrees Fahrenheit, a 100-foot overcast cloud layer, and a visibility of 1/4 statute mile.

Pilot Information

Certificate:	Private	Age:	64, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	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:	October 24, 2000
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	July 14, 2001
Flight Time:	2500 hours (Total, all aircraft), 1500 hours (Total, this make and model), 2000 hours (Pilot In Command, all aircraft), 10 hours (Last 90 days, all aircraft), 6 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	Registration:	N9280Q
Model/Series:	58	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	TH-150
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	April 1, 2002 Annual	Certified Max Gross Wt.:	5300 lbs
Time Since Last Inspection:	50 Hrs	Engines:	2 Reciprocating
Airframe Total Time:	4340 Hrs at time of accident	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	IO-520
Registered Owner:	JOCAR, Inc.	Rated Power:	285 Horsepower
Operator:		Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument (IMC)	Condition of Light:	Dusk
Observation Facility, Elevation:	PVC,8 ft msl	Distance from Accident Site:	
Observation Time:	18:35 Local	Direction from Accident Site:	
Lowest Cloud Condition:		Visibility	0.25 miles
Lowest Ceiling:	Overcast / 100 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	50°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.81 inches Hg	Temperature/Dew Point:	21°C / 18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Danbury, CT (DXR)	Type of Flight Plan Filed:	IFR
Destination:	Provincetown, MA (PVC)	Type of Clearance:	IFR
Departure Time:	16:45 Local	Type of Airspace:	Class G

Airport Information

Airport:	Provincetown Municipal PVC	Runway Surface Type:	Asphalt
Airport Elevation:	8 ft msl	Runway Surface Condition:	Dry
Runway Used:	07	IFR Approach:	ILS
Runway Length/Width:	3498 ft / 100 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	42.072223,-70.221107

Administrative Information

Investigator In Charge (IIC):	Cox, Paul
Additional Participating Persons:	Jack Donohue; FAA/FSDO; Boston, MA
Original Publish Date:	January 16, 2003
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=55260

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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](#).