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 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.ntsb.gov/Docket?ProjectID=55260