Aviation Investigation Final Report

Location:	Annapolis, Maryland	**Accident Number:**	NYC07CA004
Date & Time:	October 6, 2006, 15:45 Local	**Registration:**	N600U
Aircraft:	Beech BE-58	**Aircraft Damage:**	Substantial
Defining Event:		**Injuries:**	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot of the Beech BE-58 was attempting to land on runway 12, a 2,500-foot-long, 48-foot-wide, asphalt runway. The pilot reported that the airplane touched down with about 2,000 feet of runway remaining; however, he was not able to stop the airplane before it departed the end of the runway, and struck a pole. A witness reported that heavy rain was falling at the time of the accident, and he could see the airplane hydroplaning along the runway surface. Winds reported about 5 miles northeast of the accident site, about the time of the accident, were from 40 degrees at 11 knots, with 29 knot gusts. Review of an airport facility directory for the airport revealed that runway 12 was noted as "extremely slippery when wet."

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's improper in-flight decision to attempt to land on the wet runway, which resulted in an overrun. Factors in the accident were rain, and the gusty wind conditions.

Findings

Occurrence #1: OVERRUN
Phase of Operation: LANDING

Findings
1. (F) WEATHER CONDITION - RAIN
2. (C) IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND

3. (F) WEATHER CONDITION - GUSTS

Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: LANDING

Findings
4. OBJECT - POLE

Factual Information

The pilot of the Beech BE-58 was attempting to land on runway 12, a 2,500-foot-long, 48-foot-wide, asphalt runway. The pilot reported that the airplane touched down with about 2,000 feet of runway remaining; however, he was not able to stop the airplane before it departed the end of the runway, and struck a pole. A witness reported that heavy rain was falling at the time of the accident, and he could see the airplane hydroplaning along the runway surface. Winds reported about 5 miles northeast of the accident site, about the time of the accident, were from 40 degrees at 11 knots, with 29 knot gusts. Review of an airport facility directory for the airport revealed that runway 12 was noted as "extremely slippery when wet."

Pilot Information

Certificate:	Commercial; Flight instructor	**Age:**	37,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):	Airplane single-engine	**Toxicology Performed:**	No
Medical Certification:	Class 1 Without waivers/limitations	**Last FAA Medical Exam:**	September 1, 2006
Occupational Pilot:	Yes	**Last Flight Review or Equivalent:**	December 1, 2005
Flight Time:	1754 hours (Total, all aircraft), 53 hours (Total, this make and model), 1636 hours (Pilot In Command, all aircraft), 70 hours (Last 90 days, all aircraft), 38 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	**Registration:**	N600U
Model/Series:	BE-58	**Aircraft Category:**	Airplane
Year of Manufacture:		**Amateur Built:**	
Airworthiness Certificate:	Normal	**Serial Number:**	TH-1524
Landing Gear Type:	Retractable - Tricycle	**Seats:**	6
Date/Type of Last Inspection:	Annual	**Certified Max Gross Wt.:**	5500 lbs
Time Since Last Inspection:		**Engines:**	2 Reciprocating
Airframe Total Time:	5113 Hrs at time of accident	**Engine Manufacturer:**	Teledyne Continental
ELT:	Installed, not activated	**Engine Model/Series:**	IO-550
Registered Owner:	Epps Air Service, Inc.	**Rated Power:**	300 Horsepower
Operator:	EPPS AIR SERVICE INC	**Operating Certificate(s) Held:**	None
Operator Does Business As:		**Operator Designator Code:**	ESMA

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	**Condition of Light:**	Day
Observation Facility, Elevation:	NAK	**Distance from Accident Site:**	5 Nautical Miles
Observation Time:	15:54 Local	**Direction from Accident Site:**	45°
Lowest Cloud Condition:		**Visibility**	8 miles
Lowest Ceiling:	Broken / 1900 ft AGL	**Visibility (RVR):**	
Wind Speed/Gusts:	11 knots / 18 knots	**Turbulence Type Forecast/Actual:**	/
Wind Direction:	40°	**Turbulence Severity Forecast/Actual:**	/
Altimeter Setting:	30.27 inches Hg	**Temperature/Dew Point:**	12°C / 12°C
Precipitation and Obscuration:	N/A - None - Rain		
Departure Point:	Atlanta, GA (PDK)	**Type of Flight Plan Filed:**	IFR
Destination:	Annapolis, MD (ANP)	**Type of Clearance:**	IFR
Departure Time:	12:30 Local	**Type of Airspace:**	

Airport Information

Airport:	LEE ANP	**Runway Surface Type:**	Asphalt
Airport Elevation:		**Runway Surface Condition:**	Wet
Runway Used:	12	**IFR Approach:**	None
Runway Length/Width:	2500 ft / 48 ft	**VFR Approach/Landing:**	

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:**	38.942779,-76.568336

Administrative Information

Investigator In Charge (IIC):	Schiada, Luke
Additional Participating Persons:	John Cumberpatch; FAA Baltimore FSDO ; Baltimore, MD
Original Publish Date:	January 31, 2007
Last Revision Date:	
Investigation Class:	Class
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=64667