



Aviation Investigation Final Report

Location:	Sturtevant, Wisconsin	Accident Number:	CHI07CA231
Date & Time:	July 26, 2007, 12:00 Local	Registration:	N613KP
Aircraft:	Beech A36	Aircraft Damage:	Substantial
Defining Event:		Injuries:	5 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The airplane overran runway 08 (2,272 feet by 33 feet, asphalt) and impacted terrain during landing. The pilot stated that when he attempted the first approach to runway 08, he "felt a little fast so went around and set up for short field approach." On the second approach the airplane landed "on or shortly after the numbers" and the pilot reported that the braking was "inadequate." The airplane overran the end of the runway and subsequently impacted a dirt pile. A witness reported that the pilot "landed with a tailwind" and that the "wind sock [was] fully extended." Wind conditions reported at various airports surrounding the accident site were from 250 to 260 degrees true at 7 to 9 knots. An examination of the braking system after the accident revealed no anomalies and all serviceable components were within operational limits.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's improper decision to land with a tailwind, which resulted in an overrun during landing rollout. Factors contributing to the accident include the dirt pile and the tailwind.

Findings

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

Findings

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

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING - ROLL

Findings

3. (F) TERRAIN CONDITION - DIRT BANK/RISING EMBANKMENT

Factual Information

The airplane was substantially damaged when it overran runway 08 (2,272 feet by 33 feet, asphalt) and impacted terrain during landing. The pilot stated that when he attempted the first approach to runway 08, he "felt a little fast so went around and set up for short field approach." On the second approach the airplane landed "on or shortly after the numbers" and the pilot reported that the braking was "inadequate." The airplane overran the end of the runway and subsequently impacted a dirt pile. A witness reported that the pilot "landed with a tailwind" and that the "wind sock [was] fully extended." Wind conditions reported at various airports surrounding the accident site were from 250 to 260 degrees true at 7 to 9 knots. An examination of the braking system after the accident revealed no anomalies and all serviceable components were within operational limits.

Pilot Information

Certificate:	Commercial; Private	Age:	45, Male
Airplane Rating(s):	Single-engine land; Single-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 Without waivers/limitations	Last FAA Medical Exam:	May 1, 2006
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	700 hours (Total, all aircraft), 250 hours (Total, this make and model), 650 hours (Pilot In Command, all aircraft), 65 hours (Last 90 days, all aircraft), 16 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	Registration:	N613KP
Model/Series:	A36	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal; Utility	Serial Number:	E-1575
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	January 1, 2007 Annual	Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	5850 Hrs as of last inspection	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	IO-520
Registered Owner:	Breck Air LLC	Rated Power:	285 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:	ENW,743 ft msl	Distance from Accident Site:	6 Nautical Miles
Observation Time:	11:53 Local	Direction from Accident Site:	168°
Lowest Cloud Condition:	Clear	Visibility	3 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	260°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.95 inches Hg	Temperature/Dew Point:	23°C / 20°C
Precipitation and Obscuration:	N/A - None - Haze		
Departure Point:	Oshkosh, WI (OSH)	Type of Flight Plan Filed:	IFR
Destination:	Sturtevant, WI (C89)	Type of Clearance:	VFR;IFR
Departure Time:	10:30 Local	Type of Airspace:	

Airport Information

Airport:	Sylvania C89	Runway Surface Type:	Asphalt
Airport Elevation:		Runway Surface Condition:	Dry
Runway Used:	8R	IFR Approach:	None
Runway Length/Width:	2272 ft / 33 ft	VFR Approach/Landing:	Traffic pattern

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:	42.703056,-87.958885

Administrative Information

Investigator In Charge (IIC):	Fox, Andrew
Additional Participating Persons:	Steven Talbott; Federal Aviation Administration - Milwaukee FSDO; Milwaukee, WI
Original Publish Date:	August 30, 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.nts.gov/Docket?ProjectID=66385

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