



# Aviation Investigation Final Report

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<b>Location:</b>	Sturtevant, Wisconsin	<b>Accident Number:</b>	CEN13LA023
<b>Date &amp; Time:</b>	October 22, 2012, 18:30 Local	<b>Registration:</b>	N821DA
<b>Aircraft:</b>	Beech B90	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Runway excursion	<b>Injuries:</b>	1 Minor, 1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

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## Analysis

The pilot reported that the airplane floated during the landing flare, touched down long, bounced, and went off the end of the runway. The airplane struck two ditches before coming to rest on a road. The pilot stated that he should have recognized that braking action would be significantly reduced with the possibility of hydroplaning, that pulling the power levers to the stops before touchdown induced a lag in realization of reverse thrust, and that he should have executed a go-around when the airplane floated before landing. No mechanical failures or malfunctions of the airplane were reported. Heavy rain was reported about the time of the accident at a nearby airport.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's decision to continue the landing after touching down long and on a wet runway that reduced the airplane's braking capability, which resulted in an overrun.

## Findings

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<b>Aircraft</b>	Braking capability - Capability exceeded
<b>Personnel issues</b>	Incorrect action selection - Pilot
<b>Environmental issues</b>	Wet surface - Effect on operation
<b>Aircraft</b>	Descent/approach/glide path - Not attained/maintained

## Factual Information

### History of Flight

<b>Landing</b>	Runway excursion (Defining event)
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On October 22, 2012, about 1845 central daylight time, a Beech B90 airplane, N821DA, collided with a fence and a ditch when it overran runway 8R (2,272 feet by 38 feet, asphalt) while landing at the Sylvania Airport (C89), Sturtevant, Wisconsin. The commercial pilot was not injured and his passenger received minor injuries. The airplane sustained damage to its fuselage and both wings. The airplane was registered to Direct Action Aviation LLC, and was operated by Skydive Midwest. The accident flight was conducted under the provisions of 14 Code of Federal Regulations Part 91 as a personal flight. Instrument meteorological conditions prevailed for the flight, which was not operated on a flight plan. The flight originated from the Jackson County Airport-Reynolds Field (JXN), Jackson, Michigan, about 1800.

The pilot reported that the landing approach was normal and when the airplane crossed the runway threshold it floated and he pulled the engine power levers to the stops. He stated that although he did not remember the airplane bouncing, his passenger told him that it had. He pulled the power levers to reverse, but there was no immediate reverse thrust. He applied brakes and felt the airplane accelerate. He recognized that he would not be able to stop the airplane on the remaining runway and attempted to steer it to the north. The airplane left the runway, impacted two ditches and came to rest on a highway. The pilot stated that he should have recognized that braking action would be significantly reduced with the possibility of hydroplaning, that pulling the power levers to the stops before touchdown induced a lag in realization of reverse thrust, and that he should have executed a go-around when the airplane floated before landing. The pilot reported no mechanical failures or malfunctions of the airplane.

At 1853, weather conditions reported at the Kenosha regional Airport (ENW), located 6 miles south of the accident site, included heavy rain.

## Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	41, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Without waivers/limitations	<b>Last FAA Medical Exam:</b>	July 24, 2012
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	October 25, 2011
<b>Flight Time:</b>	2331 hours (Total, all aircraft), 1425 hours (Total, this make and model), 2331 hours (Pilot In Command, all aircraft), 17 hours (Last 90 days, all aircraft), 9 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Beech	<b>Registration:</b>	N821DA
<b>Model/Series:</b>	B90	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	LJ-406
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	9
<b>Date/Type of Last Inspection:</b>	September 21, 2012 AAIP	<b>Certified Max Gross Wt.:</b>	
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	2 Turbo prop
<b>Airframe Total Time:</b>	12637 Hrs as of last inspection	<b>Engine Manufacturer:</b>	Pratt & Whitney
<b>ELT:</b>	Installed	<b>Engine Model/Series:</b>	PT6 SER 578HP
<b>Registered Owner:</b>	Direct Action Aviation LLC	<b>Rated Power:</b>	550 Horsepower
<b>Operator:</b>	Skydive Midwest	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Instrument (IMC)	<b>Condition of Light:</b>	Night
<b>Observation Facility, Elevation:</b>	ENW,742 ft msl	<b>Distance from Accident Site:</b>	6 Nautical Miles
<b>Observation Time:</b>	18:53 Local	<b>Direction from Accident Site:</b>	180°
<b>Lowest Cloud Condition:</b>	Scattered / 200 ft AGL	<b>Visibility</b>	1 miles
<b>Lowest Ceiling:</b>	Overcast / 1100 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	5 knots / None	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	100°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29.89 inches Hg	<b>Temperature/Dew Point:</b>	14°C / 13°C
<b>Precipitation and Obscuration:</b>	Heavy - None - Rain		
<b>Departure Point:</b>	Jackson, MI (JXN )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Sturtevant, WI (C89 )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	18:00 Local	<b>Type of Airspace:</b>	

## Airport Information

<b>Airport:</b>	Sylvania Airport C89	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	788 ft msl	<b>Runway Surface Condition:</b>	Wet
<b>Runway Used:</b>	08R	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	2272 ft / 38 ft	<b>VFR Approach/Landing:</b>	Full stop

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 Minor	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 Minor, 1 None	<b>Latitude, Longitude:</b>	42.703334,-87.958885

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Brannen, John
<b>Additional Participating Persons:</b>	Darrell McCullion; FAA-Milwaukee FSDO; Milwaukee, WI
<b>Original Publish Date:</b>	September 30, 2013
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=85397">https://data.nts.gov/Docket?ProjectID=85397</a>

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