



Aviation Investigation Final Report

Location:	BLOUNTVILLE, Tennessee	Accident Number:	ATL93LA063
Date & Time:	March 24, 1993, 17:40 Local	Registration:	N8555R
Aircraft:	BEECH 58	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Other work use		

Analysis

THE PILOT STATED THAT DURING THE ENGINE RUN UP PRIOR TO THE FLIGHT, THE AIRCRAFT BRAKES WOULD NOT HOLD THE AIRCRAFT FROM ROLLING. HE STATED THAT DURING THE VISUAL APPROACH, THE SUN BLINDED HIM MOMENTARILY AND HE LOST SIGHT OF THE RUNWAY. WHEN HE REGAINED SIGHT OF THE RUNWAY, HE WAS HIGH AND FAST FOR THE LANDING. HE ELECTED TO ATTEMPT TO LAND THE AIRCRAFT BEYOND THE NORMAL TOUCHDOWN POINT AND THE AIRCRAFT RAN OFF THE END OF THE RUNWAY.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE INTENTIONAL OPERATION OF THE AIRCRAFT WITH A PARTIAL FAILURE OF THE BRAKE SYSTEM AND THE FAILURE OF THE PILOT TO ATTAIN THE PROPER TOUCHDOWN POINT. FACTORS IN THE ACCIDENT WERE THE SUNGLARE AND THE PARTIAL LOSS OF THE AIRCRAFT BRAKE SYSTEM.

Findings

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

- Findings
1. (F) LIGHT CONDITION - SUNGLARE
 2. (F) LANDING GEAR,NORMAL BRAKE SYSTEM - LOSS,PARTIAL

3. (C) OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - INTENTIONAL - PILOT IN COMMAND
4. (C) PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	23, 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 multi-engine; Airplane single-engine; Instrument airplane	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	January 18, 1993
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	921 hours (Total, all aircraft), 491 hours (Total, this make and model), 847 hours (Pilot In Command, all aircraft), 272 hours (Last 90 days, all aircraft), 94 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N8555R
Model/Series:	58 58	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	TH-527
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	January 2, 2000 Annual	Certified Max Gross Wt.:	5400 lbs
Time Since Last Inspection:		Engines:	2 Reciprocating
Airframe Total Time:		Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	IO-520
Registered Owner:	VCA INC.	Rated Power:	285 Horsepower
Operator:	VCA INC.	Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	TRI ,1519 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	17:43 Local	Direction from Accident Site:	360°
Lowest Cloud Condition:	Scattered / 4100 ft AGL	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	50°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	16°C / 10°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	WINSTON-SALEM , NC (INT)	Type of Flight Plan Filed:	IFR
Destination:	(TRI)	Type of Clearance:	IFR
Departure Time:	17:00 Local	Type of Airspace:	Class D;Class E

Airport Information

Airport:	TRI CITY REGIONAL TRI	Runway Surface Type:	Asphalt
Airport Elevation:	1519 ft msl	Runway Surface Condition:	Dry
Runway Used:	27	IFR Approach:	Visual
Runway Length/Width:	4447 ft / 150 ft	VFR Approach/Landing:	Full stop;Traffic pattern

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:	36.530315,-82.320503(est)

Administrative Information

Investigator In Charge (IIC):	Sasser, Roff
Additional Participating Persons:	ROCKY DAVIDSON; NASHVILLE , TN
Original Publish Date:	November 3, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=8729

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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](#).