



AVIATION



HIGHWAY



MARINE



RAILROAD



PIPELINE

Aviation Investigation Final Report

Location:	Peoria, Illinois	Accident Number:	CEN13CA489
Date & Time:	August 13, 2013, 13:30 Local	Registration:	N3858P
Aircraft:	Beech 58P	Aircraft Damage:	Substantial
Defining Event:	Landing area overshoot	Injuries:	5 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

Witnesses reported the airplane landed midfield on runway 36 (4,000 feet long by 60 feet wide) and the approach airspeed was very fast. The airplane veered to the left, exited the runway surface, went down a berm, and impacted the airport perimeter fence. No tire skid marks were noted on the runway surface. The pilot stated that the airplane encountered a gust of wind during touchdown which caused a loss of control. Due to some residential buildings near the end of the runway, the pilot elected not to abort the landing. The wind was reported from 040 degrees at 10 knots and gusting to 18 knots. The pilot reported no preaccident mechanical malfunctions or failures with the airplane that would have precluded normal operation. Postaccident examination of the airplane revealed substantial damage to the left wing and fuselage.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot did not attain the proper touchdown point during landing, which resulted in a runway excursion and impact with a perimeter fence.

Findings

Aircraft	Descent/approach/glide path - Not attained/maintained
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Factual Information

History of Flight

Landing	Landing area overshoot (Defining event)
Landing	Collision with terr/obj (non-CFIT)

Pilot Information

Certificate:	Private	Age:	49,Male
Airplane Rating(s):	Single-engine land; Single-engine sea; 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 With waivers/limitations	Last FAA Medical Exam:	May 11, 2013
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	711 hours (Total, all aircraft), 154 hours (Total, this make and model), 491 hours (Pilot In Command, all aircraft), 23 hours (Last 90 days, all aircraft), 16 hours (Last 30 days, all aircraft), 7 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	Registration:	N3858P
Model/Series:	58P	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	TJ-33
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	June 4, 2013 Annual	Certified Max Gross Wt.:	6100 lbs
Time Since Last Inspection:		Engines:	2 Reciprocating
Airframe Total Time:	5028 Hrs as of last inspection	Engine Manufacturer:	CONT MOTOR
ELT:	Installed, not activated	Engine Model/Series:	TSIO-520 SER
Registered Owner:	On file	Rated Power:	300 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	PIA	Distance from Accident Site:	
Observation Time:	12:30 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Few	Visibility	6 miles
Lowest Ceiling:	Indefinite (V V)	Visibility (RVR):	
Wind Speed/Gusts:	10 knots / 18 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	40°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Owensboro, KY (OWB)	Type of Flight Plan Filed:	None
Destination:	Peoria, IL (3MY)	Type of Clearance:	IFR
Departure Time:	11:35 Local	Type of Airspace:	

Airport Information

Airport:	Mount Hawley Auxiliary Airport 3MY	Runway Surface Type:	Asphalt
Airport Elevation:	793 ft msl	Runway Surface Condition:	Dry
Runway Used:	36	IFR Approach:	Visual
Runway Length/Width:	4000 ft / 60 ft	VFR Approach/Landing:	None

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:	40.795555,-89.613334(est)

Administrative Information

Investigator In Charge (IIC):	Sauer, Aaron
Additional Participating Persons:	Daniel Carey; Federal Aviation Administration; Springfield, IL
Original Publish Date:	October 21, 2013
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=87779

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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](#).