



AVIATION



HIGHWAY



MARINE



RAILROAD



PIPELINE

Aviation Investigation Final Report

Location:	San Antonio, Texas	Accident Number:	CEN15LA053
Date & Time:	November 20, 2014, 12:52 Local	Registration:	N3689L
Aircraft:	Beech 58P	Aircraft Damage:	Substantial
Defining Event:	Runway excursion	Injuries:	1 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot advised a local air traffic controller that he was inbound on approach for landing. The controller instructed him to circle and then land on runway 14, gave him the wind conditions, and told him that there was "rain on the airport." A witness reported observing the airplane halfway down the runway and still airborne. The airplane subsequently touched down, ran off the end of the runway, and went through a barrier fence before coming to a stop on a service road. The left wing leading edge was crushed when it struck the fence post, and the nose landing gear collapsed. The pilot reported that the airplane's brakes had failed. However, the brakes were subsequently tested and operated normally. Examination of the runway revealed evidence of hydroplaning. When informed by the local controller that it was raining at the airport, the pilot should have realized that hydroplaning was a possibility and ensured that the airplane touched down near the approach end of the runway to maximize the available landing distance.

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 long (past the midpoint) on a wet runway and his failure to conduct a go-around when the airplane did not touch down at the approach end of the runway, which resulted in an overrun.

Findings

Environmental issues	Wet surface - Decision related to condition
Personnel issues	Decision making/judgment - Pilot
Environmental issues	Wet surface - Effect on operation
Personnel issues	Lack of action - Pilot

Factual Information

History of Flight

Landing	Landing area overshoot
Landing-landing roll	Runway excursion (Defining event)
Landing-landing roll	Landing gear collapse
Landing-landing roll	Nose over/nose down

On November 20, 2014, at 1252 central standard time, a Beech 58P, N3689L, landed long and went off the end of the runway at Stinson Municipal Airport (SSF), San Antonio, Texas. The pilot, the sole occupant on board, sustained minor injuries. The airplane was substantially damaged. The airplane was registered to and operated by the pilot under the provisions of 14 Code of Federal Regulations Part 91 as a personal flight. Instrument meteorological conditions prevailed at the time of the accident, and an instrument flight rules flight plan had been filed. The flight originated from Wiley Post Airport (PWA), Oklahoma City, Oklahoma, at 1059, and was en route to SSF.

At 1247, the pilot advised local control that he was 4 miles south of the airport and inbound on approach for landing. The controller instructed the pilot to circle and land on runway 14. He was given the wind conditions and told that there was "rain on the airport." A witness observed the airplane halfway down the runway and still airborne. The airplane touched down, ran off the end of the runway, and went through a barrier fence before coming to a stop on a service road. The left wing leading edge was crushed when it struck a fence post. The nose landing gear had collapsed.

The pilot told a Federal Aviation Administration inspector that his brakes had failed. The brakes were later tested and found to operate normally. Examination of the runway revealed evidence of hydroplaning.

One minute after the accident, the following weather observation was made at SSF: Wind, 270 degrees at 3 knots; visibility, 2 miles, heavy rain; ceiling, 1,600 feet overcast; temperature 18° Celsius (C.); dew point, 15° C.; altimeter, 30.06; Remarks, rain ended 5 minutes past the hour, rain began 49 minutes past the hour.

Pilot Information

Certificate:	Airline transport; Commercial	Age:	80
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	3-point
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 3 With waivers/limitations	Last FAA Medical Exam:	July 10, 2014
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	(Estimated) 7000 hours (Total, all aircraft), 650 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	Registration:	N3689L
Model/Series:	58P	Aircraft Category:	Airplane
Year of Manufacture:	1980	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	TJ-302
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:		Certified Max Gross Wt.:	6100 lbs
Time Since Last Inspection:		Engines:	2 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	TSIO-520-L
Registered Owner:	ROGERS, KENNETH	Rated Power:	325 Horsepower
Operator:	ROGERS, KENNETH	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument (IMC)	Condition of Light:	Day
Observation Facility, Elevation:	KSSF, 577 ft msl	Distance from Accident Site:	
Observation Time:	12:53 Local	Direction from Accident Site:	
Lowest Cloud Condition:		Visibility	2 miles
Lowest Ceiling:	Overcast / 1600 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	3 knots / None	Turbulence Type Forecast/Actual:	/ None
Wind Direction:	270°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.05 inches Hg	Temperature/Dew Point:	18°C / 15°C
Precipitation and Obscuration:			
Departure Point:	Oklahoma City, OK (KPWA)	Type of Flight Plan Filed:	IFR
Destination:	San Antonio, TX (KSSF)	Type of Clearance:	IFR
Departure Time:	10:39 Local	Type of Airspace:	Class D

Airport Information

Airport:	Stinson Municipal SSF	Runway Surface Type:	Asphalt
Airport Elevation:	577 ft msl	Runway Surface Condition:	Wet
Runway Used:	14	IFR Approach:	Unknown
Runway Length/Width:	4128 ft / 100 ft	VFR Approach/Landing:	Full stop; Straight-in

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	29.320755, -98.470726(est)

Administrative Information

Investigator In Charge (IIC):	Scott, Arnold
Additional Participating Persons:	Harry L Kifer; FAA Flight Standards District Office; San Antonio, TX
Original Publish Date:	February 23, 2015
Last Revision Date:	
Investigation Class:	Class
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=90410

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