



# Aviation Investigation Final Report

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<b>Location:</b>	Greenville, South Carolina	<b>Accident Number:</b>	GAA18CA467
<b>Date &amp; Time:</b>	August 3, 2018, 10:25 Local	<b>Registration:</b>	N59PR
<b>Aircraft:</b>	Beech 58	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Runway excursion	<b>Injuries:</b>	3 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

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## Analysis

The pilot in the multiengine airplane reported that, following an instrument approach, the airplane broke out of the clouds about 600 ft above ground level. The pilot reported that he was concerned that the airplane was too high for a safe landing on the wet runway, so he contacted air traffic control and requested to circle and land. The tower controller cleared the pilot to circle and land on a 4,000-ft-long runway.

The pilot reported that, during the landing roll, as the airplane approached the last taxiway, the airplane slid and overran the runway end. The airplane then rolled down an embankment and impacted a chain link fence and trees.

The airplane sustained substantial damage to the fuselage and both wings.

According to Federal Aviation Administration aviation safety inspectors, the airplane touched down with about 1,300 ft of runway remaining.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The pilot failure to attain the proper touchdown point on a wet runway, which resulted in insufficient runway remaining to safely stop the airplane.

## Findings

<b>Personnel issues</b>	Aircraft control - Pilot
<b>Personnel issues</b>	Decision making/judgment - Pilot
<b>Aircraft</b>	Descent/approach/glide path - Not attained/maintained
<b>Environmental issues</b>	Fence/fence post - Contributed to outcome
<b>Environmental issues</b>	Tree(s) - Contributed to outcome
<b>Environmental issues</b>	Wet surface - Effect on operation

## Factual Information

### History of Flight

<b>Landing-landing roll</b>	Miscellaneous/other
<b>Landing-landing roll</b>	Runway excursion (Defining event)
<b>Landing-landing roll</b>	Collision with terr/obj (non-CFIT)

### Pilot Information

<b>Certificate:</b>	Commercial; Flight instructor	<b>Age:</b>	59, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Front
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Unknown
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	Airplane single-engine; Instrument airplane	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2	<b>Last FAA Medical Exam:</b>	May 23, 2017
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	1707 hours (Total, all aircraft), 44 hours (Total, this make and model), 44 hours (Last 90 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Beech	<b>Registration:</b>	N59PR
<b>Model/Series:</b>	58 Undesignat	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	2000	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	TH-1940
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>		<b>Certified Max Gross Wt.:</b>	5500 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	2 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	
<b>ELT:</b>		<b>Engine Model/Series:</b>	
<b>Registered Owner:</b>	Four D Llc	<b>Rated Power:</b>	
<b>Operator:</b>	Four D Llc	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	KGMU,1048 ft msl	<b>Distance from Accident Site:</b>	0 Nautical Miles
<b>Observation Time:</b>	14:25 Local	<b>Direction from Accident Site:</b>	122°
<b>Lowest Cloud Condition:</b>		<b>Visibility</b>	
<b>Lowest Ceiling:</b>	Broken / 800 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	4 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	220°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30.14 inches Hg	<b>Temperature/Dew Point:</b>	23°C / 22°C
<b>Precipitation and Obscuration:</b>	Moderate - None - Mist		
<b>Departure Point:</b>	Charleston, SC (CHS )	<b>Type of Flight Plan Filed:</b>	IFR
<b>Destination:</b>	Greenville, SC (GMU )	<b>Type of Clearance:</b>	IFR
<b>Departure Time:</b>	09:00 Local	<b>Type of Airspace:</b>	Class C

## Airport Information

<b>Airport:</b>	Greenville Downtown GMU	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	1048 ft msl	<b>Runway Surface Condition:</b>	Wet
<b>Runway Used:</b>	28	<b>IFR Approach:</b>	Circling;RNAV
<b>Runway Length/Width:</b>	4000 ft / 80 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>	2 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	3 None	<b>Latitude, Longitude:</b>	34.848056,-82.349998(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Hicks, Michael
<b>Additional Participating Persons:</b>	Neil Baker; FAA; Columbia, SC
<b>Original Publish Date:</b>	September 26, 2019
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	This accident report documents the factual circumstances of this accident as described to the NTSB.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=97983">https://data.nts.gov/Docket?ProjectID=97983</a>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).