



National Transportation Safety Board Aviation Accident Final Report

Location:	MURFREESBORO, TN	Accident Number:	ATL97LA130
Date & Time:	09/01/1997, 1540 CDT	Registration:	N437CG
Aircraft:	Beech 95-A55	Aircraft Damage:	Substantial
Defining Event:		Injuries:	3 None
Flight Conducted Under:	Part 91: General Aviation - Business		

Analysis

The pilot stated to the inspector that upon landing at 110 knots airspeed he was unable to stop when full brakes were applied before departing the end of the wet runway. A witness stated that he saw the airplane land about halfway down the runway very fast. The witness, at the accident site, stated that he saw the airplane 'well high on the final approach glidepath', and that the airplane landed 'very fast' and touched down 'about mid field'. The FAA inspector stated, that after the airplane departed the end of the wet runway, it rolled down an embankment collapsing the nose gear and damaging the inboard structure of the left wing ribs, and the nose gear bulkhead on the right side. The flight manual for the Beech 95-A55 states the normal approach speed for this airplane is 87knots.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's excessive airspeed, and improper touch down point during landing, that resulted in the runway end overrun. Factors were the wet runway surface, and the embankment at the end of the runway.

Findings

Occurrence #1: OVERRUN

Phase of Operation: LANDING

Findings

1. (C) AIRSPEED - EXCESSIVE - PILOT IN COMMAND
2. (C) PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
3. (F) AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - WET

Occurrence #2: NOSE GEAR COLLAPSED

Phase of Operation: LANDING - ROLL

Findings

4. (F) TERRAIN CONDITION - DROP-OFF/DESCENDING EMBANKMENT

Factual Information

On September 1, 1997, about 1540 central daylight time, a Beech 95-A55, N437CG, sustained substantial damage when it ran off the departure end of runway 36 during landing at Murfreesboro Municipal Airport, Murfreesboro, Tennessee. The airplane was operated by the pilot under the provisions of Title 14 CFR Part 91, and visual flight rules. Visual meteorological conditions prevailed at the time of the accident, and no flight plan was filed for this business flight. The private pilot and two passengers were not injured. The flight originated from Destin, Florida at 1245, on the same day.

The pilot stated to the inspector that upon landing at 110 knots airspeed, he was unable to stop, when full brakes were applied, before departing the end of the wet runway. A witness, at the accident site, stated that he saw the airplane "well high on the final approach glidepath", and that the airplane landed "very fast" and touched down "about mid field". The FAA inspector stated, that after the airplane departed the end of the wet runway, it rolled down an embankment collapsing the nose gear, damaging the inboard structure of the left wing ribs, and the nose gear bulk head on the right side. The inspector found skid marks on the runway, and no mechanical or system malfunctions were identified during the wreckage examination.

Runway 36 was 3800 feet in length and made of asphalt. The runway conditions for that day were 84 degrees Fahrenheit and light rain. According to the pilots operating handbook for the Beech 95-A55, the estimated landing roll for this airplane, at 84 degree Fahrenheit temperature, normal approach speed of 87 knots, and under dry conditions would be 1,650 ft.

Pilot Information

Certificate:	Private	Age:	53, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	08/21/1997
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	275 hours (Total, all aircraft), 150 hours (Total, this make and model), 168 hours (Pilot In Command, all aircraft), 29 hours (Last 90 days, all aircraft), 16 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	Registration:	N437CG
Model/Series:	95-A55 95-A55	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	TC468
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	03/07/1997, Annual	Certified Max Gross Wt.:	5100 lbs
Time Since Last Inspection:	25 Hours	Engines:	2 Reciprocating
Airframe Total Time:	4700 Hours	Engine Manufacturer:	Continental
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	IO-470
Registered Owner:	JAMES W HASS	Rated Power:	260 hp
Operator:	TRAVEL METHODS,LLC	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	MBT, 615 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	1600 CDT	Direction from Accident Site:	0°
Lowest Cloud Condition:	Partial Obscuration / 0 ft agl	Visibility	2.5 Miles
Lowest Ceiling:	Unknown / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	40°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	27° C / 22° C
Precipitation and Obscuration:			
Departure Point:	DESTIN, FL (DTS)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1245 CST	Type of Airspace:	Class G

Airport Information

Airport:	MURFREESBORO MUNI AIRPORT (MBT)	Runway Surface Type:	Asphalt
Airport Elevation:	615 ft	Runway Surface Condition:	Wet
Runway Used:	36	IFR Approach:	None
Runway Length/Width:	3800 ft / 100 ft	VFR Approach/Landing:	Full Stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	2 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	PRESTON HICKS	Report Date:	01/30/1998
Additional Participating Persons:	GEORGE ERDEL ANDREW T SCHRADER		
Publish Date:			
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).