



National Transportation Safety Board Aviation Accident Data Summary

Location:	MURFREESBORO, TN	Accident Number:	ATL97LA130
Date & Time:	09/01/1997, 1540 CDT	Registration:	N437CG
Aircraft:	Beech 95-A55	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

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

Pilot Information

Certificate:	Private	Age:	53
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
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	Engines:	2 Reciprocating
Operator:	TRAVEL METHODS,LLC	Engine Manufacturer:	Continental
Operating Certificate(s) Held:	None	Engine Model/Series:	IO-470
Flight Conducted Under:	Part 91: General Aviation - Business		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	MBT, 615 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	Unknown / 0 ft agl	Wind Speed/Gusts, Direction:	4 knots / , 40°
Temperature:	27° C	Visibility	2.5 Miles
Precipitation and Obscuration:			
Departure Point:	DESTIN, FL (DTS)	Destination:	

Airport Information

Airport:	MURFREESBORO MUNI AIRPORT (MBT)	Runway Surface Type:	Asphalt
Runway Used:	36	Runway Surface Condition:	Wet
Runway Length/Width:	3800 ft / 100 ft		

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
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC): PRESTON HICKS Adopted Date: 01/30/1998

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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