



National Transportation Safety Board Aviation Accident Final Report

Location:	AUBURN, IN	Accident Number:	CHI90LA121
Date & Time:	05/02/1990, 2210 EDT	Registration:	N91EE
Aircraft:	BEECH 58P	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None

Flight Conducted Under: Part 91: General Aviation -

Analysis

AFTER MAKING AN OPERATIONAL CHECK OF THE AIRCRAFT'S PRESSURIZATION SYSTEM, THE PILOT BEGAN AN APPROACH TO LAND AT THE AIRPORT. HE REPORTED THAT HIS APPROACH WAS 'A LITTLE HIGH, AND ABOUT 15 KNOTS FAST . . .' AND THAT THE AIRCRAFT TOUCHED DOWN ABOUT 2/5 OF THE WAY DOWN THE RUNWAY. HE WAS UNABLE TO STOP THE AIRCRAFT BEFORE THE END OF THE RUNWAY. SUBSEQUENTLY, IT SKIDDED OFF THE DEPARTURE END AND STRUCK A DITCH. TIRE SKID MARKS ON THE RUNWAY AND DAMAGE/WEAR TO THE TIRES SUPPORTED THE PILOT'S STATEMENTS.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT MISJUDGED DISTANCE AND SPEED DURING THE APPROACH AND LANDING, WHICH RESULTED IN AN OVERRUN OF THE LANDING AREA. FACTORS RELATED TO THE ACCIDENT WERE: DARKNESS AND THE DITCH.

Findings

Occurrence #1: OVERRUN

Phase of Operation: LANDING - ROLL

Findings

1. (F) LIGHT CONDITION - NIGHT
2. (C) AIRSPEED - MISJUDGED - PILOT IN COMMAND
3. (C) DISTANCE - MISJUDGED - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER

Phase of Operation: LANDING - ROLL

Findings

4. (F) TERRAIN CONDITION - DITCH

Factual Information

Pilot Information

Certificate:	Commercial	Age:	22, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane Single-engine	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	01/19/1990
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	797 hours (Total, all aircraft), 219 hours (Total, this make and model), 686 hours (Pilot In Command, all aircraft), 141 hours (Last 90 days, all aircraft), 37 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N91EE
Model/Series:	58P 58P	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	TJ245
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	12/18/1989, Annual	Certified Max Gross Wt.:	6100 lbs
Time Since Last Inspection:	13 Hours	Engines:	2 Reciprocating
Airframe Total Time:	1566 Hours	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	TSIO-520
Registered Owner:	NORTH WIND AVIATION, INC.	Rated Power:	325 hp
Operator:	NORTH WIND AVIATION, INC.	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	FWA, 815 ft msl	Distance from Accident Site:	20 Nautical Miles
Observation Time:	2300 EDT	Direction from Accident Site:	200°
Lowest Cloud Condition:	Scattered / 12000 ft agl	Visibility	10 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	180°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	11° C / 0° C
Precipitation and Obscuration:			
Departure Point:	(07C)	Type of Flight Plan Filed:	None
Destination:	(07C)	Type of Clearance:	None
Departure Time:	2145 EST	Type of Airspace:	Class G

Airport Information

Airport:	DEKALB COUNTY (07C)	Runway Surface Type:	Asphalt
Airport Elevation:	883 ft	Runway Surface Condition:	Dry
Runway Used:	27	IFR Approach:	None
Runway Length/Width:	3652 ft / 70 ft	VFR Approach/Landing:	Full Stop

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	JODI L REEVES	Report Date:	05/15/1992
Additional Participating Persons:	D. SHICK; SOUTH BEND, IN B. COPPERNOLL; SOUTH BEND, IN		
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](#).