



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	ALBANY, KY	<b>Accident Number:</b>	ATL88LA128
<b>Date &amp; Time:</b>	04/01/1988, 1730 EST	<b>Registration:</b>	N6994R
<b>Aircraft:</b>	BEECH B19	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

THE PLT REPORTED THAT HE TOUCHED DOWN ABOUT MIDFIELD ON THE 1,800 FT USABLE PORTION OF THE RWY. A LIGHT RAIN WAS FALLING AT THE TIME, AND THE RWY WAS WET. BRAKING ACTION WAS POOR, AND THE AIRPLANE SUBSEQUENTLY OVERRAN THE RUNWAY. THE AIRPLANE TRAVELED DOWN AN EMBANKMENT, ACROSS A ROAD, AND DOWN ANOTHER EMBANKMENT BEFORE COMING TO REST.

## Probable Cause and Findings

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

## Findings

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Occurrence #1: OVERRUN  
Phase of Operation: LANDING - ROLL

### Findings

1. (C) PLANNED APPROACH - IMPROPER - PILOT IN COMMAND
2. (C) PROPER TOUCHDOWN POINT - MISJUDGED - PILOT IN COMMAND
3. (C) ALL AVAILABLE RUNWAY - NOT USED - PILOT IN COMMAND
4. (F) TERRAIN CONDITION - WET

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	23, Male
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	08/12/1986
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	202 hours (Total, all aircraft), 35 hours (Total, this make and model), 127 hours (Pilot In Command, all aircraft), 74 hours (Last 90 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	BEECH	<b>Registration:</b>	N6994R
<b>Model/Series:</b>	B19 B19	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	MB 756
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	07/14/1987, Annual	<b>Certified Max Gross Wt.:</b>	2150 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	2126 Hours	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed, activated	<b>Engine Model/Series:</b>	O-320
<b>Registered Owner:</b>	WABASH FLYING SERVICE, INC.	<b>Rated Power:</b>	150 hp
<b>Operator:</b>	WABASH FLYING SERVICE	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Scattered / 1200 ft agl	Visibility	5 Miles
Lowest Ceiling:	Broken / 7000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	3 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	110°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	15° C / 14° C
Precipitation and Obscuration:			
Departure Point:	WABASH, IN (IWH)	Type of Flight Plan Filed:	IFR
Destination:		Type of Clearance:	None
Departure Time:	1430 EST	Type of Airspace:	Class G

## Airport Information

Airport:	SPRING CREEK (44I)	Runway Surface Type:	Asphalt
Airport Elevation:	980 ft	Runway Surface Condition:	Wet
Runway Used:	17	IFR Approach:	None
Runway Length/Width:	2400 ft / 52 ft	VFR Approach/Landing:	Traffic Pattern

## Wreckage and Impact Information

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

## Administrative Information

Investigator In Charge (IIC):	SCOTT STRICKLAND	Report Date:	07/26/1989
Additional Participating Persons:	RICHARD KELLY; LOUISVILLE, KY		
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 <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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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](#).