



National Transportation Safety Board Aviation Accident Final Report

Location:	Greer, SC	Accident Number:	MIA01LA022
Date & Time:	11/01/2000, 1520 EST	Registration:	N4041A
Aircraft:	Horne Bowers Flybaby	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The pilot stated his landing touchdown occurred at about the mid-length of the runway at an excessive airspeed, and the aircraft collided with a perimeter fence at the far end of the airstrip. The accident events were corroborated by the written statement of an eyewitness, and examination of the aircraft by an FAA inspector.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: A runway overrun as a result of the pilot's failure to maintain proper approach speed and landing touch down point.

Findings

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

Findings

1. (C) AIRSPEED - EXCESSIVE - PILOT IN COMMAND
2. (C) PROPER TOUCHDOWN POINT - NOT OBTAINED/MAINTAINED - PILOT IN COMMAND

Factual Information

On November 1, 2000, about 1520 eastern standard time, a Horne Bowers Flybaby, N4041A, registered to a private individual, operating as a Title 14 CFR Part 91 personal flight, crashed in the vicinity of Greer, South Carolina. Visual meteorological conditions prevailed, and no flight plan was filed. The experimental, amateur-built airplane received substantial damage, and the private-rated pilot, the sole occupant, was not injured. The flight originated from the same airstrip about 20 minutes before the accident.

According to the pilot, his landing resulted in an extended flare that touched down at about the mid-length point of the 1,800-foot runway and despite heavy braking on the grassy, down-sloped surface, ran off the runway end and into a fence.

According to an eyewitness to the accident, the flight's first approach resulted in a go-around due to being too high. The second approach was too fast, resulting in a touchdown beyond the mid-length of the runway. The aircraft continued beyond the runway end, collided with a perimeter fence, and nosed over into a drainage ditch.

According to an FAA inspector, the accident occurred in the Lake Cunningham area of Greer, South Carolina, at a private airstrip named Flying Few Airfield. Examination of the aircraft revealed a broken wooden propeller, leading edge damage to the wings, and buckling of the fuselage behind the cockpit. The pilot stated to him that he may not have closed the throttle all the way on landing.

Pilot Information

Certificate:		Age:	76, Male
Airplane Rating(s):		Seat Occupied:	Single
Other Aircraft Rating(s):		Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):		Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	01/28/1999
Occupational Pilot:		Last Flight Review or Equivalent:	08/28/1999
Flight Time:	700 hours (Total, all aircraft), 17 hours (Total, this make and model), 500 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Horne	Registration:	N4041A
Model/Series:	Bowers Flybaby	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Experimental	Serial Number:	1001
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	05/25/1999, AAIP	Certified Max Gross Wt.:	937 lbs
Time Since Last Inspection:	12 Hours	Engines:	1 Reciprocating
Airframe Total Time:	17 Hours at time of accident	Engine Manufacturer:	Continental
ELT:	Not installed	Engine Model/Series:	A-65
Registered Owner:	Robert S. Horne	Rated Power:	65 hp
Operator:	Robert S. Horne	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	GSP, 964 ft msl	Distance from Accident Site:	6 Nautical Miles
Observation Time:	1455 EST	Direction from Accident Site:	180°
Lowest Cloud Condition:	Clear	Visibility	10 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	160°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.11 inches Hg	Temperature/Dew Point:	24° C / 0° C
Precipitation and Obscuration:			
Departure Point:	Greer, SC	Type of Flight Plan Filed:	None
Destination:	Greer, SC	Type of Clearance:	
Departure Time:	1500 EST	Type of Airspace:	

Airport Information

Airport:	Flying Few Airfield	Runway Surface Type:	Grass/turf
Airport Elevation:	900 ft	Runway Surface Condition:	Dry; Soft; Vegetation
Runway Used:	27	IFR Approach:	None
Runway Length/Width:	1800 ft / 50 ft	VFR Approach/Landing:	Full Stop; Traffic Pattern

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):	Alan C Stone	Report Date:	07/30/2001
Additional Participating Persons:	Charles T Henderson; FAA; Columbia, SC		
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.ntsbt.gov/pubdms/ .		

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