



## National Transportation Safety Board Aviation Accident Factual Report

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<b>Location:</b>	Gatlinburg, TN	<b>Accident Number:</b>	ATL03LA101
<b>Date &amp; Time:</b>	06/02/2003, 1645 CDT	<b>Registration:</b>	N60BR
<b>Aircraft:</b>	Beech 58P	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	3 None

**Flight Conducted Under:** Part 91: General Aviation - Business

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On June 2, 2003, at 1645 central daylight time, a Beech 58P, N60BR, registered to Hallmark Aircraft Incorporated and operated by a private pilot, collided with the ground 120 feet short of runway 28 at Gatlinburg-Pigeon Forge Airport, Gatlinburg, Tennessee. The business flight was operated under the provisions of Title 14 CFR Part 91 and an instrument flight plan was filed. Visual meteorological conditions prevailed at the time of the accident. The airplane was substantially damaged and the pilot and two passengers reported no injuries. The flight departed Orlando Executive Airport, Orlando, Florida, on June 2, 2003 at 1441 eastern daylight time.

The pilot stated that his altitude was low during the approach to land and he did not realize that there was a hill at the approach end of runway 28. The nose gear of the airplane collided with the hill 120 feet short of the runway. The airplane slid down the hill and came to rest on the runway, approximately 30 feet beyond the approach end. No mechanical or flight control malfunctions were reported by the pilot.

Examination of the airplane showed the skin of the right wing, the fuselage underneath the pilot's seat, and the firewall were buckled. The nose of the airplane had crush damage, and the nose gear was pushed up into the wheel well. Both engines and propellers were damaged, with the left propeller blades bent aft, and the right propeller blades broken from the engine. Review of the Gatlinburg-Pigeon Forge Airport runway 28 information states "displaced threshold 339 feet" and "steep rise in ground 50 feet, from threshold east end of pavement".

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	72, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; 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 3 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	09/06/2002
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	05/29/2003
<b>Flight Time:</b>	2288 hours (Total, all aircraft), 730 hours (Total, this make and model), 2288 hours (Pilot In Command, all aircraft), 3 hours (Last 90 days, all aircraft), 3 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Beech	<b>Registration:</b>	N60BR
<b>Model/Series:</b>	58P	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	TJ395
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	6
<b>Date/Type of Last Inspection:</b>	04/24/2003, Annual	<b>Certified Max Gross Wt.:</b>	6200 lbs
<b>Time Since Last Inspection:</b>	24.5 Hours	<b>Engines:</b>	2 Reciprocating
<b>Airframe Total Time:</b>	2648.7 Hours	<b>Engine Manufacturer:</b>	Continental
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	TJ10-520WB
<b>Registered Owner:</b>	Hallmark Aircraft Incorporated	<b>Rated Power:</b>	325 hp
<b>Operator:</b>	Hallmark Aircraft Incorporated	<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:	TYS, 981 ft msl	Distance from Accident Site:	22 Nautical Miles
Observation Time:	1653 EDT	Direction from Accident Site:	263°
Lowest Cloud Condition:	Few / 4000 ft agl	Visibility	10 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	340°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.95 inches Hg	Temperature/Dew Point:	23° C / 13° C
Precipitation and Obscuration:			
Departure Point:	ORLANDO, FL (ORL)	Type of Flight Plan Filed:	IFR
Destination:	Gatlinburg, TN	Type of Clearance:	VFR
Departure Time:	1430 EDT	Type of Airspace:	Class G

## Airport Information

Airport:	GATLINBURG-PIGEON FORGE (GKT)	Runway Surface Type:	Asphalt
Airport Elevation:	1014 ft	Runway Surface Condition:	Dry
Runway Used:	28	IFR Approach:	None
Runway Length/Width:	5506 ft / 75 ft	VFR Approach/Landing:	Traffic Pattern

## 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:	35.854444, -83.517778

## Administrative Information

Investigator In Charge (IIC):	Eric H Alleyne
Additional Participating Persons:	Dean Martin; FAA Nashville FSDO; Nashville, TN
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> .