



National Transportation Safety Board Aviation Accident Final Report

Location:	Gatlinburg, TN	Accident Number:	ATL03LA101
Date & Time:	06/02/2003, 1645 CDT	Registration:	N60BR
Aircraft:	Beech 58P	Aircraft Damage:	Substantial
Defining Event:		Injuries:	3 None
Flight Conducted Under:	Part 91: General Aviation - Business		

Analysis

The pilot's altitude was low during the approach to land and he stated that 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. 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". No mechanical or flight control malfunctions were reported by the pilot prior to the accident.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's misjudgment of altitude and distance to the runway during final approach, and his failure to attain the proper touchdown point for landing.

Findings

Occurrence #1: UNDERSHOOT

Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

1. (C) ALTITUDE - MISJUDGED - PILOT IN COMMAND
2. (C) DISTANCE - MISJUDGED - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: LANDING

Findings

3. (C) PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
4. (F) TERRAIN CONDITION - MOUNTAINOUS/HILLY

Factual Information

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

Certificate:	Private	Age:	72, 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):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	09/06/2002
Occupational Pilot:		Last Flight Review or Equivalent:	05/29/2003
Flight Time:	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

Aircraft Make:	Beech	Registration:	N60BR
Model/Series:	58P	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	TJ395
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	04/24/2003, Annual	Certified Max Gross Wt.:	6200 lbs
Time Since Last Inspection:	24.5 Hours	Engines:	2 Reciprocating
Airframe Total Time:	2648.7 Hours	Engine Manufacturer:	Continental
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	TJ10-520WB
Registered Owner:	Hallmark Aircraft Incorporated	Rated Power:	325 hp
Operator:	Hallmark Aircraft Incorporated	Operating Certificate(s) Held:	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	Report Date:	05/30/2006
Additional Participating Persons:	Dean Martin; FAA Nashville FSDO; Nashville, TN		
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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