



# National Transportation Safety Board Aviation Accident Data Summary

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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>Injuries:</b>	3 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Business		

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## 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

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

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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

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	72
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<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>Engines:</b>	2 Reciprocating
<b>Operator:</b>	Hallmark Aircraft Incorporated	<b>Engine Manufacturer:</b>	Continental
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	TJ10-520WB
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Business		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	TYS, 981 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	None	<b>Wind Speed/Gusts, Direction:</b>	5 knots / , 340°
<b>Temperature:</b>	23°C	<b>Visibility</b>	10 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	ORLANDO, FL (ORL)	<b>Destination:</b>	Gatlinburg, TN

## Airport Information

<b>Airport:</b>	GATLINBURG-PIGEON FORGE (GKT)	<b>Runway Surface Type:</b>	Asphalt
<b>Runway Used:</b>	28	<b>Runway Surface Condition:</b>	Dry
<b>Runway Length/Width:</b>	5506 ft / 75 ft		

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	2 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Latitude, Longitude:</b>	35.854444, -83.517778		

## Administrative Information

**Investigator In Charge (IIC):** Eric H Alleyne

**Adopted Date:** 05/30/2006

**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](mailto: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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