



National Transportation Safety Board Aviation Accident Final Report

Location:	SELMER, TN	Accident Number:	ATL98LA038
Date & Time:	01/22/1998, 0730 CST	Registration:	N911KA
Aircraft:	Beech 65-A90	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

According to the pilot, upon landing in heavy rain, the airplane began hydroplaning. He said the airplane departed the left side of the runway, striking trees, which damaged both wings and collapsed the landing gear. A witness stated the airplane touched down in moderate rain.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The loss of control on the ground, due to hydroplaning, and a collision with trees. A factor was the rain.

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: LANDING - ROLL

Findings

1. (F) WEATHER CONDITION - RAIN
2. (C) DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
3. (C) AIRCRAFT PERFORMANCE, HYDROPLANING CONDITION - ENTERED

Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: LANDING - ROLL

Findings

4. OBJECT - TREE(S)

Factual Information

On January 22, 1998, about 0730 central standard time, a Beech 65-A90, N911KA, slid off the side of runway 17 and collided with trees during landing at the Robert Sibley Airport, Selmer, Tennessee. The airplane was operated by the pilot under the provisions of Title 14 CFR Part 91, and instrument flight rules. Instrument meteorological conditions prevailed, and an instrument flight rules (IFR) flight plan had been filed. The commercial pilot and sole occupant was not injured, and the airplane sustained substantial damage. The flight originated from Nashville, Tennessee at 0630.

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Pilot Information

Certificate:	Flight Instructor; Commercial	Age:	33, 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):	Airplane Multi-engine; Airplane Single-engine	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	05/15/1997
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	3190 hours (Total, all aircraft), 1500 hours (Total, this make and model), 3190 hours (Pilot In Command, all aircraft), 45 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	Registration:	N911KA
Model/Series:	65-A90 65-A90	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	LJ254
Landing Gear Type:	Retractable - Tricycle	Seats:	9
Date/Type of Last Inspection:	11/26/1997, AAIP	Certified Max Gross Wt.:	9650 lbs
Time Since Last Inspection:	42 Hours	Engines:	2 Turbo Prop
Airframe Total Time:	8842 Hours	Engine Manufacturer:	P&W
ELT:	Installed, not activated	Engine Model/Series:	PT6A-20
Registered Owner:	GLOBAL AIR SERVICES, INC	Rated Power:	550 hp
Operator:	STANTON M. SMITH	Operating Certificate(s) Held:	On-demand Air Taxi (135)
Operator Does Business As:	GLOBAL AIR SERVICES, INC	Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Dawn
Observation Facility, Elevation:	MKL, 434 ft msl	Distance from Accident Site:	50 Nautical Miles
Observation Time:	0753 CST	Direction from Accident Site:	340°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	3 Miles
Lowest Ceiling:	Overcast / 400 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	50°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	7°C / 7°C
Precipitation and Obscuration:			
Departure Point:	NASHVILLE, TN (BNA)	Type of Flight Plan Filed:	IFR
Destination:	, TN (SZY)	Type of Clearance:	IFR
Departure Time:	0630 CST	Type of Airspace:	Class G

Airport Information

Airport:	ROBERT SIBLEY AIRPORT (SZY)	Runway Surface Type:	Asphalt
Airport Elevation:	610 ft	Runway Surface Condition:	Wet
Runway Used:	17	IFR Approach:	None
Runway Length/Width:	5002 ft / 75 ft	VFR Approach/Landing:	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):	BUTCH WILSON	Report Date:	07/26/2001
Additional Participating Persons:	KENNETH R MCMINN REGAN H CAMPBELL		
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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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](#).