



MEMORANDUM FOR RECORD

Michael Hicks

Air Safety Investigator

(GAAID) General Aviation Accident Investigation Division March 06th 2019

NTSB Accident Number: GAA18CA467

Aircraft Registration & Make/Model: N59PR, Beech, 58

Accident Location: Greenville, SC

Accident Date: 03AUG2018 @ 1025 (EDT)

Subject: Memorandum for Record

In support of the NTSB Air Safety Accident Investigation involving accident airplane N59PR, the NTSB Investigator-in-charge (IIC) attempted to contact the pilot-in-command on multiple occasions to acquire a statement, to no avail. No NTSB Form 6120.1 was provided for this accident investigation. However, the pilot provided a statement to the FAA Inspector-in-charge, and said statement is provided below.

Pilot's Statement

59PR left CHS around 13:00Z on 8/3/18. I was the pilot and I was aware of weather south and west of airport moving northerly. Myself and the tower agreed upon a departure on RWY 21 and then a left turn to a northeasterly heading to get north of the weather and then a turn west toward destination GMU. Climb out of CHS to 8000ft on a northeasterly heading went fine and 59PR eventually turned west bound when clear of the weather. The enroute cruise at 8000 ft was smooth and mostly VFR. I was very comfortable with flight and began to plan for the arrival at GMU.

I understood the weather at GMU to be overcast with ceilings of 500-600 ft and winds out of south around 7 kts. I understood that I would be flying RNAV (GPS) RWY 19 approach. I had flown this approach 3-4 times in the previous few weeks in this aircraft. I was comfortable.

Leaving CAE approach I checked GMU ATIS and confirmed my understanding of conditions and approach at GMU. I then checked in with Greer approach at 8000 ft and setup the approach in the Garmin 430. I was still flying direct GMU and coming in from the east/southeast. ATC instructed me to descend to 6000 ft. I complied and I was comfortable. Greer approach instructed 59PR to proceed direct UNMAN. I complied. Controllers changed at Greer. New controller came on and cleared 59PR to cross UNMAN at 4000 ft and execute the approach. Shortly after, Greer cancelled the clearance and gave 59PR a heading of 360 and maintain 6000 ft. I complied. Nexrad and radar began to show light to moderate rain just north of the approach course between UNMAN and TIVIL. Airspeed was 140-150 knots. 59PR continued north

passing UNMAN at 6000 ft. North of UNMAN, GREER directed 59PR direct to TIVIL, cross TIVIL at or above 4000 ft and cleared for the RNAV (GPS) RWY 19 approach. 59PR turned direct TIVIL, put in a notch of flaps and started descent to 4000 ft. This flight path was through moderate rain and turbulence. Autopilot was engaged, on a nice descent to 4000 ft and airspeed around 140 knots. I was comfortable. Passengers were not comfortable with rain and bumps. 59PR crossed TIVIL at 4000 ft, dropped landing gear, contacted tower and started inbound. Rain and turbulence lessened. I was comfortable. 59PR crossed HIBDA at 2400 ft on course and airspeed in 120 kts range descending 600 -700 ft/min.

The tower contacted 59PR stating visibility was 1.5 miles and giving a bases report. I acknowledged the tower and began to see the ground below. 59PR broke out at about 600 ft AGL and saw the runway. I was concerned about being too close and too high to land safely in wet conditions.

Thinking about the conditions on the approach and passengers' discomfort, the pilot contacted the tower about circling back to land on 19. The tower asked if 59PR could make RWY 28. Pilot determined RWY 28 was a viable option and proceeded to make a left hand turn to a short RWY 28 downwind. 59PR made the turn to crosswind and final. Speed was slightly above blue line. I landed 59PR and thought I was going to make last turn off. As last turn off got closer, I felt that 59PR was not going to stop on runway. I felt 59PR "sliding" instead of stopping. 59PR went off end of runway and down an embankment. There were no injuries to pilot or passengers.

