Location: ALBUQUERQUE, NM  Accident Number: FTW96TA195
Date & Time: 05/01/1996, 2140 MDT  Registration: N773W
Aircraft: Rockwell NA-265-80  Injuries: 5 None
Flight Conducted Under: Part 91: General Aviation - Public Aircraft

Analysis
The captain was taking off on runway 21 with the wind from 330 degrees at 6 knots. After the airplane had attained about 120 knots and had traversed about half the 10,000 foot runway, the captain aborted the takeoff, when he heard a loud noise and felt a severe vibration. Subsequently, the airplane angled off the departure end of the runway and encountered soft terrain. It came to rest about 300 feet beyond the end of the runway with the nose landing gear collapsed. According to a tire analysis report, the left outboard tire failed in fatigue, followed by the left inboard tire, 'as the result of operation in an overdeflected condition.' The report stated, 'Over-deflection is caused by operating the tire overloaded or underinflated.'

Probable Cause
The National Transportation Safety Board determines the probable cause(s) of this accident to be: overdeflection of the left outboard main landing gear tire, probably due to underinflation and inadequate inspection, which resulted in fatigue failure of the left outboard tire and subsequent failure of the left inboard tire.

Findings

Occurrence #1: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation: TAKEOFF - ROLL/RUN

Findings
1. (C) LANDING GEAR, TIRE - PRESSURE TOO LOW
2. (F) MAINTENANCE, INSPECTION - INADEQUATE
3. (C) LANDING GEAR, TIRE - FATIGUE
4. (C) LANDING GEAR, TIRE - FAILURE

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Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: TAKEOFF - ABORTED

Findings
5. TERRAIN CONDITION - SOFT
Pilot Information

Certificate: Airline Transport; Flight Instructor; Commercial
Age: 49

Airplane Rating(s): Multi-engine Land; Single-engine Land
Instrument Rating(s): Airplane

Other Aircraft Rating(s): None
Instructor Rating(s): Airplane Multi-engine; Airplane Single-engine; Instrument Airplane

Flight Time: 6500 hours (Total, all aircraft), 250 hours (Total, this make and model), 5000 hours (Pilot In Command, all aircraft), 40 hours (Last 90 days, all aircraft)

Airplane Rating(s): Multi-engine Land; Single-engine Land

Aircraft and Owner/Operator Information

Aircraft Make: Rockwell
Model/Series: NA-265-80 NA-265-80
Operator: USDA FOREST SERVICE AVIATION

Registration: N773W
Engines: 2 Turbo Fan
Engine Manufacturer: GE
Operating Certificate(s) Held: None

Flight Conducted Under: Part 91: General Aviation - Public Aircraft

Meteorological Information and Flight Plan

Conditions at Accident Site: Visual Conditions
Observation Facility, Elevation: ABQ, 5352 ft msl
Lowest Ceiling: None / 0 ft agl
Temperature: 22°C
Precipitation and Obscuration:

Condition of Light: Night/Bright
Weather Information Source: Weather Observation Facility
Wind Speed/Gusts, Direction: 6 knots / 330°
Visibility: 10 Miles

Departure Point: (ABQ)
Destination: SANTA FE, NM (SAF)

Airport Information

Airport: ALBUQUERQUE INTERNATIONAL (ABQ)
Runway Surface Type: Asphalt
Runway Used: 21
Runway Surface Condition: Dry
Runway Length/Width: 9000 ft / 100 ft

Wreckage and Impact Information

Crew Injuries: 5 None
Passenger Injuries: N/A
Ground Injuries: N/A
Aircraft Damage: Substantial
Aircraft Fire: None
Aircraft Explosion: None

Latitude, Longitude:
**Administrative Information**

<table>
<thead>
<tr>
<th>Investigator In Charge (IIC):</th>
<th>ARNOLD W SCOTT</th>
<th>Adopted Date:</th>
<th>09/19/1996</th>
</tr>
</thead>
<tbody>
<tr>
<td>Investigation Docket:</td>
<td>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:pubing@ntsb.gov">pubing@ntsb.gov</a>, or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.ntsb.gov/pubdms/">http://dms.ntsb.gov/pubdms/</a></td>
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The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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.