



National Transportation Safety Board Aviation Accident Data Summary

Location:	MARIETTA, GA	Accident Number:	ATL95LA047
Date & Time:	02/01/1995, 0720 EST	Registration:	N103JB
Aircraft:	BRANDT RUTAN LONGEZE	Injuries:	2 Fatal
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

ACCORDING TO THE PILOT'S WIFE, THIS FLIGHT WAS TO BE A GROUND RUN ONLY, WITH NO TAKEOFF CONTEMPLATED. THE PILOT & HIS STEPDAUGHTER WERE COMPARING ACCELERATIONS AFTER WEIGHT CHANGES FOR A SCHOOL PROJECT. A WITNESS OBSERVED FROST ON THE ACFT AS IT TAXIED TO THE RUNWAY. OTHER WITNESSES SAW THE ACFT ACCELERATE ON THE RUNWAY, ROTATE, BECOME AIRBORNE TO ABOUT FIVE FEET AGL, SETTLE TO THE RUNWAY, BECOME AIRBORNE AGAIN, & OVERRUN THE RUNWAY INTO A WIDE RAVINE. IT COLLIDED WITH THE OPPOSITE BANK & BURNED. GROUND GOUGES INDICATED THAT THE ACFT WAS AIRBORNE FOR 219 FEET PAST THE RUNWAY END. THREE GOUGES, FOR 135 FEET, INDICATED THAT THE ACFT WAS IN A SLIGHT LEFT SKID, & THE INCREASING DEPTH OF THE GOUGES INDICATED THAT BRAKES WERE APPLIED. THE ACFT CAME TO REST UPRIGHT ON A RIGHT OFFSET HEADING, FROM THE ENERGY PATH, OF ABOUT 45 DEGREES, INDICATING THAT IT VAULTED OVER THE RAVINE UPRIGHT, IN A 45 DEGREE RIGHT YAW ATTITUDE. THE POST-MORTEM EXAM DID NOT REVEAL EVIDENCE OF INCAPACITATION.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be:
The pilot's delayed abort of the ground run which resulted in a runway overrun and collision with the ravine.

Findings

Occurrence #1: OVERRUN
Phase of Operation: TAKEOFF - ABORTED

- Findings
1. (F) ICE/FROST REMOVAL FROM AIRCRAFT - NOT PERFORMED - PILOT IN COMMAND
 2. (C) ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND
 3. (F) TERRAIN CONDITION - WET
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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: TAKEOFF - ABORTED

- Findings
4. (F) TERRAIN CONDITION - RAVINE
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Occurrence #3: FIRE
Phase of Operation: TAKEOFF - ABORTED

Pilot Information

Certificate:	Commercial	Age:	55
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	3500 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BRANDT	Registration:	N103JB
Model/Series:	RUTAN LONGEZE RUTAN LONG	Engines:	1 Reciprocating
Operator:	DENNIS K. DAHL	Engine Manufacturer:	LYCOMING
Operating Certificate(s) Held:	None	Engine Model/Series:	O-235-C1
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	RYY, 1040 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	None / 0 ft agl	Wind Speed/Gusts, Direction:	Calm / ,
Temperature:	-3° C	Visibility	10 Miles
Precipitation and Obscuration:			
Departure Point:	(RYY)	Destination:	

Airport Information

Airport:	COBB CO-MCCOLLUM FIELD (RYY)	Runway Surface Type:	Asphalt
Runway Used:	9	Runway Surface Condition:	Dry
Runway Length/Width:	5105 ft / 75 ft		

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	1 Fatal	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC): PRESTON E HICKS,

Adopted Date: 08/31/1995

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.