



National Transportation Safety Board Aviation Accident Factual Report

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| Location: | COTULLA, TX | Accident Number: | FTW96LA002 |
| Date & Time: | 10/01/1995, 1415 CDT | Registration: | N7247W |
| Aircraft: | BEECH A36 | Aircraft Damage: | Substantial |
| Defining Event: | | Injuries: | 5 None |
| Flight Conducted Under: | Part 91: General Aviation - Business | | |

On October 1, 1995, at 1415 central daylight time, a Beech A36, N7247W, was substantially damaged during takeoff from a private airstrip near Cotulla, Texas. The private pilot and his 4 passengers were not injured. The airplane, owned by Excellent Aviation Rentals Inc., of Houston, Texas, was being operated under Title 14 CFR Part 91. Visual meteorological conditions prevailed for the business flight for which an IFR flight plan was filed.

According to the pilot, the winds were light and variable when he taxied to the northwest end of the 2,200 foot grass airstrip for a departure to the southeast. The pilot added that after completing the run-up and configuring the airplane in a short field takeoff configuration, he applied full power for takeoff.

The pilot further stated that initially the airplane accelerated normally until rotation speed was attained for the short field takeoff. The pilot added that after becoming airborne, "the airplane never gained any more airspeed after liftoff, like if something was holding the airplane down."

The pilot stated that when he realized that the airplane was not going to be able to clear the trees at the departure end of the airstrip, he elected to abort the takeoff. The airplane came to rest about 200 to 300 feet into the trees.

Prior to departing the airstrip, the pilot stated that he had determined that the airplane was within takeoff and CG limits. Additionally, he reported that he calculated the takeoff distance for the prevailing configuration and determined that "they had ample takeoff distance."

A review of the performance charts for takeoff distance from the pilot's operating handbook (copies enclosed) revealed the takeoff ground run distance with flaps down and up to be 1,200 and 1,500 feet respectively. Likewise, it was determined that 2,350 and 2,950 feet respectively would be required to clear a 50 foot obstacle with flaps down and up. The height of the obstacles at the departure end of the airstrip was not provided by the either the pilot or the operator.

Pilot Information

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| Certificate: | Flight Instructor; Commercial | Age: | 21, 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: | Yes |
| Instructor Rating(s): | Airplane Single-engine; Instrument Airplane | Toxicology Performed: | No |
| Medical Certification: | Class 1 Valid Medical--no waivers/lim. | Last FAA Medical Exam: | 02/23/1995 |
| Occupational Pilot: | | Last Flight Review or Equivalent: | |
| Flight Time: | 799 hours (Total, all aircraft), 64 hours (Total, this make and model), 639 hours (Pilot In Command, all aircraft), 274 hours (Last 90 days, all aircraft), 133 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft) | | |

Aircraft and Owner/Operator Information

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| Aircraft Make: | BEECH | Registration: | N7247W |
| Model/Series: | A36 A36 | Aircraft Category: | Airplane |
| Year of Manufacture: | | Amateur Built: | No |
| Airworthiness Certificate: | Normal | Serial Number: | E-2272 |
| Landing Gear Type: | Retractable - Tricycle | Seats: | 6 |
| Date/Type of Last Inspection: | 08/17/1995, 100 Hour | Certified Max Gross Wt.: | 3650 lbs |
| Time Since Last Inspection: | 56 Hours | Engines: | 1 Reciprocating |
| Airframe Total Time: | 2121 Hours | Engine Manufacturer: | CONTINENTAL |
| ELT: | Installed, activated, did not aid in locating accident | Engine Model/Series: | IO-550-B6A |
| Registered Owner: | EXCELLENT AVIATION RENTALS | Rated Power: | 300 hp |
| Operator: | EXCELLENT AVIATION RENTALS | Operating Certificate(s) Held: | None |
| Operator Does Business As: | WEST HOUSTON AIRPORT CORP, | Operator Designator Code: | |

Meteorological Information and Flight Plan

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| Conditions at Accident Site: | Visual Conditions | Condition of Light: | Day |
| Observation Facility, Elevation: | COT, 400 ft msl | Distance from Accident Site: | 29 Nautical Miles |
| Observation Time: | 1400 CDT | Direction from Accident Site: | 115° |
| Lowest Cloud Condition: | Unknown / 0 ft agl | Visibility | 15 Miles |
| Lowest Ceiling: | Broken / 4500 ft agl | Visibility (RVR): | 0 ft |
| Wind Speed/Gusts: | 7 knots / | Turbulence Type Forecast/Actual: | / |
| Wind Direction: | 110° | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | 29 inches Hg | Temperature/Dew Point: | 33° C / 22° C |
| Precipitation and Obscuration: | | | |
| Departure Point: | | Type of Flight Plan Filed: | IFR |
| Destination: | HOUSTON, TX (IWS) | Type of Clearance: | None |
| Departure Time: | 1415 CDT | Type of Airspace: | Class G |

Airport Information

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| Airport: | PRIVATE RANCH AIRSTRIP (NONE) | Runway Surface Type: | Grass/turf |
| Airport Elevation: | 460 ft | Runway Surface Condition: | Dry |
| Runway Used: | 13 | IFR Approach: | None |
| Runway Length/Width: | 2200 ft / 100 ft | VFR Approach/Landing: | None |

Wreckage and Impact Information

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|---------------------|--------|----------------------|-------------|
| Crew Injuries: | 1 None | Aircraft Damage: | Substantial |
| Passenger Injuries: | 4 None | Aircraft Fire: | None |
| Ground Injuries: | N/A | Aircraft Explosion: | None |
| Total Injuries: | 5 None | Latitude, Longitude: | |

Administrative Information

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| Investigator In Charge (IIC): | HECTOR R CASANOVA |
| Additional Participating Persons: | JESSE CAVAZOS; SAN ANTONIO, TX |
| 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/ . |