



National Transportation Safety Board Aviation Accident Data Summary

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

Analysis

THE AIRPLANE IMPACTED TREES AFTER IT OVERRAN THE DEPARTURE END OF THE 2,200-FOOT GRASS STRIP DURING TAKEOFF. THE PILOT STATED THAT INITIALLY THE AIRPLANE ACCELERATED NORMALLY FOR THE SHORT FIELD TAKEOFF UNTIL ROTATION SPEED WAS ATTAINED. SOON AFTER LIFTOFF THE AIRPLANE NEVER GAINED MORE AIRSPEED 'LIKE IF SOMETHING WAS HOLDING THE AIRPLANE DOWN.' THE PILOT FURTHER STATED THAT WHEN HE REALIZED THAT HE WAS NOT GOING TO BE ABLE TO CLEAR THE TREES AT THE DEPARTURE END OF THE STRIP, HE ELECTED TO ABORT THE TAKEOFF. HE DETERMINED THAT THE AIRPLANE WAS WITHIN WEIGHT AND BALANCE LIMITS, AND HE CALCULATED THE TAKEOFF DISTANCE AND DETERMINED THAT 'THEY HAD AMPLE TAKEOFF DISTANCE.' A REVIEW OF THE TAKEOFF DISTANCE CHARTS IN THE PILOT'S OPERATING HANDBOOK REVEALED THAT TO CLEAR A 50-FOOT OBSTACLE REQUIRED 2,350 FEET WITH THE FLAPS DOWN, AND 2,950 FEET WITH THE FLAPS UP.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S DELAY IN ABORTING THE TAKEOFF. A FACTOR WAS THE PILOT'S IMPROPER USE OF THE AIRCRAFT PERFORMANCE DATA.

Findings

Occurrence #1: OVERRUN

Phase of Operation: TAKEOFF - ABORTED

Findings

1. (F) PERFORMANCE DATA - IMPROPER USE OF - PILOT IN COMMAND
2. SHORT FIELD TAKEOFF/PROCEDURE - PERFORMED - PILOT IN COMMAND
3. (C) ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT

Phase of Operation: TAKEOFF - ABORTED

Findings

4. OBJECT - TREE(S)

Pilot Information

Certificate:	Flight Instructor; Commercial	Age:	21
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	Airplane Single-engine; Instrument Airplane
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

Aircraft Make:	BEECH	Registration:	N7247W
Model/Series:	A36 A36	Engines:	1 Reciprocating
Operator:	EXCELLENT AVIATION RENTALS	Engine Manufacturer:	CONTINENTAL
Operating Certificate(s) Held:	None	Engine Model/Series:	IO-550-B6A
Flight Conducted Under:	Part 91: General Aviation - Business		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	COT, 400 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	Broken / 4500 ft agl	Wind Speed/Gusts, Direction:	7 knots / , 110°
Temperature:	33° C	Visibility	15 Miles
Precipitation and Obscuration:			
Departure Point:		Destination:	HOUSTON, TX (IWS)

Airport Information

Airport:	PRIVATE RANCH AIRSTRIP (NONE)	Runway Surface Type:	Grass/turf
Runway Used:	13	Runway Surface Condition:	Dry
Runway Length/Width:	2200 ft / 100 ft		

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC): HECTOR R CASANOVA

Adopted Date: 02/14/1996

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.