



National Transportation Safety Board Aviation Accident Final Report

Location:	WOODSTOCK, GA	Accident Number:	ATL93LA099
Date & Time:	06/01/1993, 0920 EDT	Registration:	N116RC
Aircraft:	Rockwell 114	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

THE PILOT ABORTED THE TAKEOFF FROM THE SOD STRIP WHEN THE AIRPLANE DID NOT APPEAR TO ACCELERATE SUFFICIENTLY TO EXECUTE A SAFE TAKEOFF. THE AIRPLANE CONTINUED OFF THE DEPARTURE END OF THE RUNWAY AND COLLIDED WITH TERRAIN. EXAMINATION OF THE AIRCRAFT FAILED TO DISCLOSE ANY MECHANICAL PROBLEMS, NOR DID THE PILOT REPORT AN AIRCRAFT PROBLEM. ACCORDING TO THE AIRCRAFT FLIGHT MANUAL, AT GROSS WEIGHT, APPROXIMATELY 2100 FEET OF RUNWAY IS NEEDED FOR A NORMAL TAKEOFF FROM A DRY SOD RUNWAY; THE RUNWAY WAS 3100 FEET LONG.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S INADEQUATE PREFLIGHT PLANNING WHICH RESULTED IN HIS FAILURE TO ABORT THE TAKEOFF WHEN SUFFICIENT RUNWAY WAS AVAILABLE.

Findings

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

Findings

1. (C) ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND
2. (C) PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND

Factual Information

On June 1, 1993 at 0920 eastern daylight time, a Rockwell Commander 114, N116RC, collided with the ground as the pilot rejected a takeoff from Air Acres Airport, Woodstock, Georgia. The flight operated under 14 CFR Part 91 with no flight plan filed. Visual weather conditions prevailed at the time of the accident. The airplane sustained substantial damage and the pilot was not injured. The accident occurred during the initial takeoff from Woodstock.

According to the pilot, he rejected the takeoff when the airplane did not appear to accelerate sufficiently to execute a safe lift off from the 3100-foot sod airstrip. The airplane continued off the departure end of the north runway and collided with the ground. Examination of the accident site and airplane failed to disclose a mechanical problem with the airplane. According to the flight manual for the Rockwell Commander 114, approximately 2100 feet of runway surface is needed for a normal takeoff from a sod surface.

The pilot failed to complete NTSB Form 6120.1/2, Pilot Aircraft Accident Report, as requested. (See attached Certified Return Receipts for NTSB Form 6120. 1/2 delivered to pilot's home address. Additionally, the pilot confirmed during a telephone conversation, that he had received the mailed NTSB Form and requested a faxed copy of NTSB Form 6120.1/2.

Pilot Information

Certificate:	Private	Age:	36, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	09/10/1992
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	447 hours (Total, all aircraft), 94 hours (Total, this make and model), 30 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Rockwell	Registration:	N116RC
Model/Series:	114 114	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	14061
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	10/01/1992, Annual	Certified Max Gross Wt.:	3160 lbs
Time Since Last Inspection:	97 Hours	Engines:	1 Reciprocating
Airframe Total Time:	1756 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	IO-540-T4B5D
Registered Owner:	YEAGER, CHARLES	Rated Power:	260 hp
Operator:	MACLIN, HENRY	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	FTY, 875 ft msl	Distance from Accident Site:	20 Nautical Miles
Observation Time:	0848 EDT	Direction from Accident Site:	190°
Lowest Cloud Condition:	Scattered / 15000 ft agl	Visibility	7 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	320°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	16° C / 13° C
Precipitation and Obscuration:			
Departure Point:	(56A)	Type of Flight Plan Filed:	None
Destination:	DESTIN, FL (81J)	Type of Clearance:	None
Departure Time:	0920 EDT	Type of Airspace:	Class G

Airport Information

Airport:	AIR ACRES (56A)	Runway Surface Type:	Grass/turf
Airport Elevation:	975 ft	Runway Surface Condition:	Dry
Runway Used:	36	IFR Approach:	None
Runway Length/Width:	3100 ft / 100 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	PHILLIP POWELL,	Report Date:	08/17/1994
Additional Participating Persons:	BEOTIS WRIGHT; COLLEGE PARK, GA		
Publish Date:			
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.ntsbt.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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).