



National Transportation Safety Board Aviation Accident Final Report

Location:	MOULTRIE, GA	Accident Number:	ATL88LA027
Date & Time:	11/01/1987, 1430 EST	Registration:	N3798X
Aircraft:	AERO COMMANDER 100	Aircraft Damage:	Substantial
Defining Event:		Injuries:	3 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

THE PLT TOOK OFF TO THE NORTH AT THE PRIVATE, SOD AIRSTRIP. HE RPTD THAT THE ACFT BEGAN TO 'DROP' SHORTLY AFTER LIFTOFF. HE THEN ATTEMPTED TO ARREST THE DESCENT BY INCREASING THE NOSE-UP PITCH ANGLE, AND THE ACFT 'BEGAN TO STALL'. HE ABORTED THE TAKEOFF AND PUT THE ACFT BACK ONTO THE RWY. THE ACFT RAN OFF THE RWY END INTO SOFT SAND AND COLLAPSED THE NOSE GEAR. HE NOTED THAT THE WIND VELOCITY WAS VARIABLE AT THE TIME.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (C) LIFT-OFF - PREMATURE - PILOT IN COMMAND
2. (C) AIRSPEED - INADEQUATE - PILOT IN COMMAND
3. (F) STALL/MUSH - INADVERTENT - PILOT IN COMMAND
4. ABORTED TAKEOFF - ATTEMPTED - PILOT IN COMMAND

Occurrence #2: OVERRUN
Phase of Operation: TAKEOFF - ABORTED

Occurrence #3: NOSE GEAR COLLAPSED
Phase of Operation: LANDING - ROLL

Findings

5. (F) TERRAIN CONDITION - SOFT
6. LANDING GEAR,NOSE GEAR - OVERLOAD

Factual Information

Pilot Information

Certificate:	Private	Age:	32, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
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:	04/07/1987
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	361 hours (Total, all aircraft), 242 hours (Total, this make and model), 322 hours (Pilot In Command, all aircraft), 28 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	AERO COMMANDER	Registration:	N3798X
Model/Series:	100 100	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	296
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	04/29/1987, Annual	Certified Max Gross Wt.:	2250 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	677 Hours	Engine Manufacturer:	LYCOMING
ELT:	Not installed	Engine Model/Series:	O-320-A2B
Registered Owner:	THOMAS W. ROWELL	Rated Power:	150 hp
Operator:	THOMAS W. ROWELL	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	ABY, 197 ft msl	Distance from Accident Site:	30 Nautical Miles
Observation Time:	1452 EST	Direction from Accident Site:	304°
Lowest Cloud Condition:	Scattered / 5000 ft agl	Visibility	10 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	14 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	70°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	28° C / 13° C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1430 EST	Type of Airspace:	Class G

Airport Information

Airport:	PRIVATE	Runway Surface Type:	Grass/turf
Airport Elevation:	300 ft	Runway Surface Condition:	
Runway Used:	3	IFR Approach:	None
Runway Length/Width:	1900 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	2 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	SCOTT STRICKLAND	Report Date:	05/16/1989
Additional Participating Persons:	HARRY WACHSLER; ATLANTA, 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.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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).