



National Transportation Safety Board Aviation Accident Final Report

Location:	ALBANY, GA	Accident Number:	ATL86LA033
Date & Time:	12/01/1985, 1512 EST	Registration:	N999B
Aircraft:	AERO COMMANDER 500	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General Aviation - Business		

Analysis

THE AIRCRAFT LANDED ON THE WET SOD RUNWAY WITH A 30 TO 35 KNOT TAILWIND AND RAN OFF THE END OF THE RUNWAY AND INTO THE TREES. THE PILOT RELATED THAT THE WIND SHIFTED 180 DEGREES UPON TOUCHDOWN. THE PILOT ALSO STATED THAT HE TOUCHED DOWN APPROXIMATELY 1000 FT FROM THE APPROACH END OF THE 4200 FT RUNWAY.

Probable Cause and Findings

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

Findings

Occurrence #1: OVERRUN

Phase of Operation: LANDING - ROLL

Findings

1. (C) IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
2. (C) PLANNED APPROACH - IMPROPER - PILOT IN COMMAND
3. (F) WEATHER CONDITION - HIGH WIND
4. (C) WIND INFORMATION - INACCURATE - PILOT IN COMMAND
5. (F) WEATHER CONDITION - TAILWIND
6. (C) PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
7. (C) GO-AROUND - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT

Phase of Operation: LANDING - ROLL

Findings

8. (F) OBJECT - TREE(S)
9. FUSELAGE, CREW COMPARTMENT - WET

Factual Information

Pilot Information

Certificate:	Flight Instructor; Commercial	Age:	33, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane Single-engine	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	05/06/1985
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	8565 hours (Total, all aircraft), 6100 hours (Total, this make and model), 7985 hours (Pilot In Command, all aircraft), 190 hours (Last 90 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	AERO COMMANDER	Registration:	N999B
Model/Series:	500 500	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	500-754
Landing Gear Type:	Retractable - Tricycle	Seats:	7
Date/Type of Last Inspection:	12/01/1986, 100 Hour	Certified Max Gross Wt.:	6000 lbs
Time Since Last Inspection:	3 Hours	Engines:	2 Reciprocating
Airframe Total Time:	5890 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	D540-A2B
Registered Owner:	PFUDPUCKER AIRWAY, INC	Rated Power:	250 hp
Operator:	PALM BEACH AVIATION	Operating Certificate(s) Held:	On-demand Air Taxi (135)

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	7 Miles
Lowest Ceiling:	Broken / 2000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	250°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	26 °C / 22 °C
Precipitation and Obscuration:			
Departure Point:	ALBANY, GA (ABY)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1505 EST	Type of Airspace:	Class G

Airport Information

Airport:	TALLASSEE PLANTATION	Runway Surface Type:	Grass/turf
Airport Elevation:	240 ft	Runway Surface Condition:	Wet
Runway Used:	18	IFR Approach:	None
Runway Length/Width:	4200 ft	VFR Approach/Landing:	Traffic Pattern

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	DENNIS D HENDERSON	Report Date:	
Additional Participating Persons:	CLIFF ROSS; 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/ .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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](#).