



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	ALBANY, GA	<b>Accident Number:</b>	ATL86LA033
<b>Date &amp; Time:</b>	12/01/1985, 1512 EST	<b>Registration:</b>	N999B
<b>Aircraft:</b>	AERO COMMANDER 500	<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	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

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

## Pilot Information

<b>Certificate:</b>	Flight Instructor; Commercial	<b>Age:</b>	33
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	Airplane Single-engine
<b>Flight Time:</b>	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

<b>Aircraft Make:</b>	AERO COMMANDER	<b>Registration:</b>	N999B
<b>Model/Series:</b>	500 500	<b>Engines:</b>	2 Reciprocating
<b>Operator:</b>	PALM BEACH AVIATION	<b>Engine Manufacturer:</b>	LYCOMING
<b>Operating Certificate(s) Held:</b>	On-demand Air Taxi (135)	<b>Engine Model/Series:</b>	D540-A2B
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Business		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	, 0 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	Broken / 2000 ft agl	<b>Wind Speed/Gusts, Direction:</b>	10 knots / , 250°
<b>Temperature:</b>	26 °C	<b>Visibility</b>	7 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	ALBANY, GA (ABY)	<b>Destination:</b>	

## Airport Information

<b>Airport:</b>	TALLASSEE PLANTATION	<b>Runway Surface Type:</b>	Grass/turf
<b>Runway Used:</b>	18	<b>Runway Surface Condition:</b>	Wet
<b>Runway Length/Width:</b>	4200 ft		

## Wreckage and Impact Information

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

## Administrative Information

Investigator In Charge (IIC): DENNIS D HENDERSON

Adopted 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](mailto: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 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.