



National Transportation Safety Board Aviation Accident Final Report

Location:	Salem, NJ	Accident Number:	NYC04CA019
Date & Time:	11/01/2003, 1155 EST	Registration:	N8772M
Aircraft:	Beech A23	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Serious, 2 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

While departing from runway 01, the airplane lifted off, about 1,000 feet down the 1,800-foot long wet turf runway. The pilot felt a "strong breeze, almost a tailwind," and the airplane began to settle downward, touching back down on the runway surface. The airplane then bounced back into the air, and would not climb out of ground effect. The pilot decided not to abort the takeoff, fearing that the nosewheel would sink into the muddy runway, and flip the airplane over. As the airplane continued past the departure end of the runway, the airplane still would not climb, and pilot performed a forced landing to a marsh area. After the accident, the pilot stated that he "should have aborted the takeoff when he first had the chance to." The pilot additionally stated that the maximum allowable gross weight of the airplane was 2,350 pounds, and the takeoff weight at the time of the accident was 2,240 pounds. Review of the Airplane Flight Manual revealed that the total takeoff ground roll, from a level, dry, hard surfaced runway, was about 1,248 feet. No charts were available to compute a ground roll distance from a wet turf runway. The winds reported by an airport located about 7 miles west of the accident site, at 1151, were from 150 degrees at 5 knots.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's delay in aborting the takeoff after his failure to obtain a proper climb rate. Factors related to the accident were the tailwind conditions, and the wet turf runway.

Findings

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

Findings

1. (F) AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - WET
2. (C) PROPER CLIMB RATE - NOT OBTAINED - PILOT IN COMMAND
3. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - GRASS
4. (C) ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND
5. (F) WEATHER CONDITION - TAILWIND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: TAKEOFF - ABORTED

Findings

6. TERRAIN CONDITION - SWAMPY

Factual Information

Pilot Information

Certificate:	Flight Instructor; Commercial	Age:	62, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land; Single-engine Sea	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine; Instrument Airplane	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	10/16/2003
Occupational Pilot:		Last Flight Review or Equivalent:	07/15/2003
Flight Time:	198 hours (Total, all aircraft), 198 hours (Total, this make and model), 1884 hours (Pilot In Command, all aircraft), 28 hours (Last 90 days, all aircraft), 14 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	Registration:	N8772M
Model/Series:	A23	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	M-557
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	10/11/2003, 100 Hour	Certified Max Gross Wt.:	2350 lbs
Time Since Last Inspection:	18 Hours	Engines:	1 Reciprocating
Airframe Total Time:	3413 Hours at time of accident	Engine Manufacturer:	Continental
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	IO-346
Registered Owner:	Alexander Ethier	Rated Power:	165 hp
Operator:	Alexander Ethier	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	ILG, 79 ft msl	Distance from Accident Site:	7 Nautical Miles
Observation Time:	1151 EST	Direction from Accident Site:	290°
Lowest Cloud Condition:	Clear	Visibility	10 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	150°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.22 inches Hg	Temperature/Dew Point:	21 °C / 16 °C
Precipitation and Obscuration:			
Departure Point:	Salem, NJ (NJ30)	Type of Flight Plan Filed:	None
Destination:	Pedricktown, NJ (7N7)	Type of Clearance:	None
Departure Time:	1155	Type of Airspace:	Class G

Airport Information

Airport:	Rainbows End (NONE)	Runway Surface Type:	Grass/turf
Airport Elevation:	12 ft	Runway Surface Condition:	Wet
Runway Used:	01	IFR Approach:	None
Runway Length/Width:	1800 ft / 50 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 Serious, 1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious, 2 None	Latitude, Longitude:	39.530833, -75.477222

Administrative Information

Investigator In Charge (IIC):	Stephen M Demko	Report Date:	03/02/2004
Additional Participating Persons:	James L Mahieu; Philadelphia, PA; Philadelphia, PA		
Publish Date:			
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
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 pubinquiry@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](#).