



National Transportation Safety Board Aviation Accident Data Summary

Location:	Salem, NJ	Accident Number:	NYC04CA019
Date & Time:	11/01/2003, 1155 EST	Registration:	N8772M
Aircraft:	Beech A23	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

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

Pilot Information

Certificate:	Flight Instructor; Commercial	Age:	62
Airplane Rating(s):	Multi-engine Land; Single-engine Land; Single-engine Sea	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine; Instrument Airplane
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	Engines:	1 Reciprocating
Operator:	Alexander Ethier	Engine Manufacturer:	Continental
Operating Certificate(s) Held:	None	Engine Model/Series:	IO-346
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	ILG, 79 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	None	Wind Speed/Gusts, Direction:	5 knots / , 150°
Temperature:	21 °C	Visibility:	10 Miles
Precipitation and Obscuration:			
Departure Point:	Salem, NJ (NJ30)	Destination:	Pedricktown, NJ (7N7)

Airport Information

Airport:	Rainbows End (NONE)	Runway Surface Type:	Grass/turf
Runway Used:	01	Runway Surface Condition:	Wet
Runway Length/Width:	1800 ft / 50 ft		

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
Latitude, Longitude:	39.530833, -75.477222		

Administrative Information

Investigator In Charge (IIC):	Stephen M Demko	Adopted Date:	03/02/2004
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 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.