



National Transportation Safety Board Aviation Accident Final Report

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|--------------------------------|--------------------------------------|-------------------------|-------------|
| Location: | Hammonton, NJ | Accident Number: | ERA11CA275 |
| Date & Time: | 05/01/2011, 1430 EDT | Registration: | N3594R |
| Aircraft: | BEECH A23 | Aircraft Damage: | Substantial |
| Defining Event: | Loss of control on ground | Injuries: | 1 None |
| Flight Conducted Under: | Part 91: General Aviation - Personal | | |

Analysis

According to the pilot, his original intent was to start, run-up, and then taxi his airplane on the day of the accident. At the completion of the run-up, the pilot taxied the airplane onto the active runway for a "fast taxi" and applied full engine power. The airplane achieved takeoff speed, the pilot pulled back on the control yoke, and the airplane lifted from the runway. The pilot then aborted the takeoff and lost directional control as the airplane touched down on the runway. The airplane impacted a fence, resulting in substantial damage to the wings. The pilot reported that there were no mechanical deficiencies with the airplane.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to maintain directional control during the aborted takeoff.

Findings

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|-------------------------|---|
| Aircraft | Directional control - Not attained/maintained (Cause) |
| Personnel issues | Incorrect action performance - Pilot (Cause) |

Factual Information

History of Flight

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| Takeoff-rejected takeoff | Loss of control on ground (Defining event) Runway excursion |
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Pilot Information

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|---------------------------|---|-----------------------------------|------------|
| Certificate: | Private | Age: | 56, 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 | Last Medical Exam: | 10/30/2008 |
| Occupational Pilot: | No | Last Flight Review or Equivalent: | 09/30/2006 |
| Flight Time: | 370 hours (Total, all aircraft), 140 hours (Total, this make and model), 0 hours (Last 90 days, all aircraft) | | |

Aircraft and Owner/Operator Information

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|-------------------------------|--------------------------|------------------------------------|-----------------|
| Aircraft Manufacturer: | BEECH | Registration: | N3594R |
| Model/Series: | A23 | Aircraft Category: | Airplane |
| Year of Manufacture: | | Amateur Built: | No |
| Airworthiness Certificate: | Normal | Serial Number: | M-783 |
| Landing Gear Type: | Tricycle | Seats: | 4 |
| Date/Type of Last Inspection: | 07/01/2010, Annual | Certified Max Gross Wt.: | |
| Time Since Last Inspection: | | Engines: | 1 Reciprocating |
| Airframe Total Time: | 2343 Hours | Engine Manufacturer: | CONT MOTOR |
| ELT: | Installed, not activated | Engine Model/Series: | IO-346 SERIES |
| Registered Owner: | GREEN RUSSELL E SR | Rated Power: | 165 hp |
| Operator: | GREEN RUSSELL E SR | Air Carrier Operating Certificate: | None |

Meteorological Information and Flight Plan

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|----------------------------------|----------------------------------|------------------------------|-------------------|
| Observation Facility, Elevation: | ACY, 75 ft msl | Observation Time: | 1454 EDT |
| Distance from Accident Site: | 15 Nautical Miles | Condition of Light: | Day |
| Direction from Accident Site: | 145° | Conditions at Accident Site: | Visual Conditions |
| Lowest Cloud Condition: | Clear | Temperature/Dew Point: | 17° C / 10° C |
| Lowest Ceiling: | None | Visibility | 10 Miles |
| Wind Speed/Gusts, Direction: | 10 knots, 110° | Visibility (RVR): | |
| Altimeter Setting: | 30.29 inches Hg | Visibility (RVV): | |
| Precipitation and Obscuration: | No Obscuration; No Precipitation | | |
| Departure Point: | Hammonton, NJ (N81) | Type of Flight Plan Filed: | None |
| Destination: | Hammonton, NJ (N81) | Type of Clearance: | None |
| Departure Time: | EDT | Type of Airspace: | |

Airport Information

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|----------------------|-----------------------------------|---------------------------|---------|
| Airport: | Hammonton Municipal Airport (N81) | Runway Surface Type: | Asphalt |
| Airport Elevation: | 65 ft | Runway Surface Condition: | Dry |
| Runway Used: | 03 | IFR Approach: | None |
| Runway Length/Width: | 3601 ft / 75 ft | VFR Approach/Landing: | None |

Wreckage and Impact Information

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|---------------------|--------|---------------------|-------------|
| Crew Injuries: | 1 None | Aircraft Damage: | Substantial |
| Passenger Injuries: | N/A | Aircraft Fire: | None |
| Ground Injuries: | N/A | Aircraft Explosion: | None |
| Total Injuries: | 1 None | | |

Administrative Information

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| Investigator In Charge (IIC): | Brian C Rayner | Adopted Date: | 08/22/2011 |
| Additional Participating Persons: | Tim Griffen; FAA/FSDO; Philadelphia, PA | | |
| Publish Date: | 08/22/2011 | | |
| Note: | This accident report documents the factual circumstances of this accident as described to the NTSB. | | |
| Investigation Docket: | http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=79008 | | |

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.