



# Aviation Investigation Final Report

|                                |                                      |                         |             |
|--------------------------------|--------------------------------------|-------------------------|-------------|
| <b>Location:</b>               | Simsbury, Connecticut                | <b>Accident Number:</b> | ERA20CA294  |
| <b>Date &amp; Time:</b>        | August 22, 2020, 13:50 Local         | <b>Registration:</b>    | N156BB      |
| <b>Aircraft:</b>               | Socata TB200                         | <b>Aircraft Damage:</b> | Substantial |
| <b>Defining Event:</b>         | Runway excursion                     | <b>Injuries:</b>        | 3 None      |
| <b>Flight Conducted Under:</b> | Part 91: General aviation - Personal |                         |             |

## Analysis

Prior to departing on the local flight, the pilot noted that the wind was calm and favoring one runway. He then back-taxied the airplane along the 2,205-ft-long runway for the departure. After initiating the takeoff roll, and nearing the mid-field point, the pilot noted that the windsock there had changed direction and that a tailwind was now present. The pilot then realized the airplane had not gained enough airspeed and aborted the takeoff. As the airplane approached the end of the runway, the pilot turned the airplane right to avoid a road, and it continued off the runway and eventually struck trees. The airplane's right wing was substantially damaged. The pilot reported that there were no mechanical malfunctions or failures of the airplane that would have precluded normal operation.

## Probable Cause and Findings

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

A runway excursion following an aborted takeoff in tailwind conditions.

## Findings

|                      |                                  |
|----------------------|----------------------------------|
| Environmental issues | Tailwind - Effect on operation   |
| Environmental issues | Tree(s) - Contributed to outcome |

## Factual Information

### History of Flight

|                          |                                   |
|--------------------------|-----------------------------------|
| Takeoff-rejected takeoff | Runway excursion (Defining event) |
|--------------------------|-----------------------------------|

### Pilot Information

|                           |  |                                   |                   |
|---------------------------|--|-----------------------------------|-------------------|
| Certificate:              | Private  | Age:                              | 26,Male           |
| Airplane Rating(s):       | Single-engine land   | Seat Occupied:                    | Left              |
| Other Aircraft Rating(s): | None   | Restraint Used:                   | 3-point           |
| Instrument Rating(s):     | Airplane   | Second Pilot Present:             | No                |
| Instructor Rating(s):     | None   | Toxicology Performed:             | No                |
| Medical Certification:    | Class 3 Without waivers/limitations  | Last FAA Medical Exam:            | May 26, 2018      |
| Occupational Pilot:       | No   | Last Flight Review or Equivalent: | February 16, 2020 |
| Flight Time:              | 281.8 hours (Total, all aircraft), 38.7 hours (Total, this make and model), 229.6 hours (Pilot In Command, all aircraft), 52.2 hours (Last 90 days, all aircraft), 14.6 hours (Last 30 days, all aircraft) |                                   |                   |

### Aircraft and Owner/Operator Information

|                               |   |                                |                |
|-------------------------------|---|--------------------------------|----------------|
| Aircraft Make:                | Socata  | Registration:                  | N156BB         |
| Model/Series:                 | TB200 XL  | Aircraft Category:             | Airplane       |
| Year of Manufacture:          | 1992  | Amateur Built:                 |                |
| Airworthiness Certificate:    | Normal  | Serial Number:                 | 1375           |
| Landing Gear Type:            | Tricycle  | Seats:                         | 4              |
| Date/Type of Last Inspection: | March 1, 2020 Annual  | Certified Max Gross Wt.:       | 2535 lbs       |
| Time Since Last Inspection:   | 159 Hrs   | Engines:                       | Reciprocating  |
| Airframe Total Time:          | 4710 Hrs at time of accident                                | Engine Manufacturer:           | Lycoming       |
| ELT:                          | C126 installed, activated, did not aid in locating accident | Engine Model/Series:           | IO-360         |
| Registered Owner:             | On file   | Rated Power:                   | 200 Horsepower |
| Operator:                     | On file   | Operating Certificate(s) Held: | None           |

## Meteorological Information and Flight Plan

|                                  |                                  |   |                  |
|----------------------------------|----------------------------------|---|------------------|
| Conditions at Accident Site:     | Visual (VMC)                     | Condition of Light:                     | Day              |
| Observation Facility, Elevation: | KBDL, 175 ft msl                 | Distance from Accident Site:            | 4 Nautical Miles |
| Observation Time:                | 18:51 Local                      | Direction from Accident Site:           | 72°              |
| Lowest Cloud Condition:          | Scattered / 5500 ft AGL          | Visibility                              | 10 miles         |
| Lowest Ceiling:                  |                                  | Visibility (RVR):                       |                  |
| Wind Speed/Gusts:                | 12 knots / 23 knots              | Turbulence Type<br>Forecast/Actual:     | /                |
| Wind Direction:                  | 300°                             | Turbulence Severity<br>Forecast/Actual: | /                |
| Altimeter Setting:               | 29.88 inches Hg                  | Temperature/Dew Point:                  | 33°C / 13°C      |
| Precipitation and Obscuration:   | No Obscuration; No Precipitation |   |                  |
| Departure Point:                 | Simsbury, CT (4B9)               | Type of Flight Plan Filed:              | None             |
| Destination:                     | Simsbury, CT (4B9)               | Type of Clearance:                      | None             |
| Departure Time:                  |                                  | Type of Airspace:                       |                  |

## Airport Information

|                      |                 |                           |         |
|----------------------|-----------------|---------------------------|---------|
| Airport:             | Simsbury 4B9    | Runway Surface Type:      | Asphalt |
| Airport Elevation:   | 195 ft msl      | Runway Surface Condition: | Dry     |
| Runway Used:         | 03              | IFR Approach:             | None    |
| Runway Length/Width: | 2205 ft / 50 ft | VFR Approach/Landing:     | None    |

## Wreckage and Impact Information

|                     |        |                         |                           |
|---------------------|--------|-------------------------|---------------------------|
| Crew Injuries:      | 1 None | Aircraft Damage:        | Substantial               |
| Passenger Injuries: | 2 None | Aircraft Fire:          | None                      |
| Ground Injuries:    | N/A    | Aircraft Explosion:     | None                      |
| Total Injuries:     | 3 None | Latitude,<br>Longitude: | 41.915832,-72.776664(est) |

## Administrative Information

|  |   |
|--|---|
| <b>Investigator In Charge (IIC):</b>     | Boggs, Daniel   |
| <b>Additional Participating Persons:</b> | Daniel j Ballou; FAA; Enfield, CT   |
| <b>Original Publish Date:</b>            | June 24, 2021   |
| <b>Last Revision Date:</b>               |   |
| <b>Investigation Class:</b>              | <a href="#">Class 4</a>   |
| <b>Note:</b>                             | This accident report documents the factual circumstances of this accident as described to the NTSB.     |
| <b>Investigation Docket:</b>             | <a href="https://data.nts.gov/Docket?ProjectID=101846">https://data.nts.gov/Docket?ProjectID=101846</a> |

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