



Aviation Investigation Final Report

Location:	ROUNDUP, Texas	Accident Number:	FTW84LA211
Date & Time:	April 24, 1984, 17:30 Local	Registration:	N6101V
Aircraft:	Beech 35-C33	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PLT STATED AFTER THE ACCIDENT THAT DURING THE TAKEOFF RUN THE ACFT WOULD NOT ACCELERATE BEYOND 60 KTS. THE PLT ABORTED THE TAKEOFF AND STEERED THE ACFT INTO TALL GRASS OFF THE LEFT SIDE OF THE RWY IN AN EFFORT TO SLOW THE ACFT AT A FASTER RATE. DURING THE EXCERSION IN THE GRASS THE NOSE GEAR COLLAPSED.

Probable Cause and Findings

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

Findings

Occurrence #1: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: TAKEOFF

Findings

1. (C) WEATHER CONDITION - TAILWIND
 2. (C) WRONG RUNWAY - SELECTED - PILOT IN COMMAND
 3. (C) WEATHER CONDITION - HIGH DENSITY ALTITUDE
 4. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND
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Occurrence #2: NOSE GEAR COLLAPSED

Phase of Operation: TAKEOFF

Findings

5. TERRAIN CONDITION - ROUGH/UNEVEN

Factual Information

Pilot Information

Certificate:	Private	Age:	59, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	July 1, 1982
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	645 hours (Total, all aircraft), 480 hours (Total, this make and model), 600 hours (Pilot In Command, all aircraft), 35 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	Registration:	N6101V
Model/Series:	35-C33 35-C33	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Utility	Serial Number:	CD-848
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	October 7, 1983 Annual	Certified Max Gross Wt.:	3050 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	2854 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	IO-470-K
Registered Owner:	DON D. WILLIAMS	Rated Power:	225 Horsepower
Operator:		Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	LBB ,3281 ft msl	Distance from Accident Site:	8 Nautical Miles
Observation Time:	15:47 Local	Direction from Accident Site:	103°
Lowest Cloud Condition:	Clear	Visibility	15 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	16 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	240°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	31°C / -8°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	17:30 Local	Type of Airspace:	Airport advisory area

Airport Information

Airport:	BIGGIN HILL TA67	Runway Surface Type:	Grass/turf
Airport Elevation:	3200 ft msl	Runway Surface Condition:	Dry
Runway Used:	12	IFR Approach:	None
Runway Length/Width:	2500 ft / 300 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	33.689163,-101.989822(est)

Administrative Information

Investigator In Charge (IIC): Mcfall, T

Additional Participating Persons:

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=21318>

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The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).