



Aviation Investigation Final Report

Location:	CHANDLER, Arizona	Accident Number:	LAX84FUJ03
Date & Time:	September 1, 1984, 07:50 Local	Registration:	N1280M
Aircraft:	CESSNA T337E	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 Serious
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PLT REPORTED THAT ON THE FIRST ATTEMPT TO ROTATE, THE STALL WARNING HORN ACTIVATED. THE PLT NOTICED THE REAR ENG IN AN OVERBOOST COND SO HE RETARDED THE THROTTLE COMPLETELY, THEN ADVANCED IT TO BELOW RED LINE. HE CONTINUED THE TAKEOFF AND ATTEMPTED TO ROTATE TWO MORE TIMES BEFORE HE ABORTED. HE RETARDED THE THROTTLES AND APPLIED FULL BRAKING BUT RAN OFF THE END OF THE RWY AND COLLIDED WITH A CONCRETE IRRIGATION DITCH. THE LANDING GEAR SEPARATED FROM THE AIRCRAFT. THE INVESTIGATION REVEALED THE ACFT WAS OVER MAX GROSS WT BY 311 LBS. THE PLT LOGGED 11 HRS TOTAL TIME AND 1 HR IN THE LAST 90 DAYS IN THE CESSNA T337E. THE OPERATING PROCEDURES IN THE OWNER'S MANUAL STATE THAT IF AN OVERBOOST OCCURS ON TAKEOFF, THE THROTTLE SHOULD BE RETARTED SLIGHTLY TO BELOW RED LINE. THE ENG MANUFACTURE INDICATED THAT THE RED LIMIT WILL BE EXCEEDED WHEN THE THROTTLES ARE ADVANCED FULL FWD AND THIS CONDITION IS NOT DETRIMENTAL TO THE ENG.

Probable Cause and Findings

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

Findings

Occurrence #1: OVERRUN
Phase of Operation: TAKEOFF

Findings

1. (F) PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
2. (F) AIRCRAFT WEIGHT AND BALANCE - DISREGARDED - PILOT IN COMMAND
3. (C) AIRSPEED(VLOF) - NOT ATTAINED - PILOT IN COMMAND
4. (F) LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
5. (C) ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: TAKEOFF

Factual Information

Pilot Information

Certificate:	Airline transport; Flight instructor	Age:	38, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	Glider	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	December 16, 1982
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	3474 hours (Total, all aircraft), 11 hours (Total, this make and model), 3474 hours (Pilot In Command, all aircraft), 53 hours (Last 90 days, all aircraft), 30 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N1280M
Model/Series:	T337E T337E	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	33701280
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	January 21, 1984 Annual	Certified Max Gross Wt.:	4630 lbs
Time Since Last Inspection:	34 Hrs	Engines:	2 Reciprocating
Airframe Total Time:	1962 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	TSIO-360-A
Registered Owner:	JAMES M. JONES	Rated Power:	2800 Horsepower
Operator:	GARY ALLEN HARMON	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:	PHX ,1175 ft msl	Distance from Accident Site:	17 Nautical Miles
Observation Time:	07:53 Local	Direction from Accident Site:	175°
Lowest Cloud Condition:	Clear	Visibility	50 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	3 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	140°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	33°C / 20°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	CHANDLER , AZ	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	00:00 Local	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Substantial
Passenger Injuries:	1 Serious	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Serious	Latitude, Longitude:	33.320224,-111.869697(est)

Administrative Information

Investigator In Charge (IIC): Lynch, John

Additional Participating Persons:

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.ntsb.gov/Docket?ProjectID=24025>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).