



Aviation Investigation Final Report

Location:	JESUP, Georgia	Accident Number:	ATL96LA088
Date & Time:	May 29, 1996, 17:00 Local	Registration:	N3797X
Aircraft:	Aero Commander 100	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

Earlier in the day, a forced landing of the aircraft had been made in an off-airport field. A mechanic inspected the aircraft and pronounced it safe to fly. A witness stated that during takeoff, the aircraft lifted off the ground, but failed to clear a four foot pasture fence. The main gear tires struck the top of the fence, then the aircraft was landed again. Before coming to rest, the aircraft collided with an automobile. No mechanical problem with the aircraft was reported by the pilot.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's inadequate preflight planning/preparation, and his failure to remain clear of the fence during takeoff.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT

Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (C) PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. OBJECT - FENCE
3. (C) CLEARANCE - NOT OBTAINED - PILOT IN COMMAND

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

Findings

4. OBJECT - VEHICLE

Factual Information

On May 29, 1996, about 1700 eastern daylight time, an Aero Commander 100, N3797X was substantially damaged following a collision with a fence during takeoff from a field near Jessup, Georgia. The private pilot was not injured in the accident. The airplane was being operated by the pilot under the provisions of Title 14 CFR Part 91. Visual meteorological conditions existed at the time of the accident, and no flight plan had been filed for the personal flight. The flight departed Jessup Wayne County Airport, in Jessup, Georgia, at 1645.

The aircraft had made a forced landing into the field earlier in the day. A mechanic inspected the aircraft, and pronounced it safe to fly. A witness stated that during takeoff, the aircraft lifted off the ground, but failed to clear a four foot pasture fence. The main gear tires struck the top of the fence, and landed on the field again. The aircraft veered left, and collided with an automobile before coming to rest. No mechanical problem with the airplane was reported by the pilot.

Pilot Information

Certificate:	Private	Age:	77, 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:	October 17, 1994
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	1068 hours (Total, all aircraft), 18 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Aero Commander	Registration:	N3797X
Model/Series:	100 100	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	295
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	2250 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	1275 Hrs	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	O-320-A2B
Registered Owner:	WILLIAM A ZORN	Rated Power:	150 Horsepower
Operator:	JOHN T STRICKLAND	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:	SSI ,26 ft msl	Distance from Accident Site:	40 Nautical Miles
Observation Time:	16:47 Local	Direction from Accident Site:	65°
Lowest Cloud Condition:	3000 ft AGL	Visibility	7 miles
Lowest Ceiling:	Broken	Visibility (RVR):	
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	250°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	31°C / 21°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(JES)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	16:45 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 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	31.660646,-81.930686(est)

Administrative Information

Investigator In Charge (IIC):	Powell, Phillip
Additional Participating Persons:	GEORGE C JONES; COLLEGE PARK , GA
Original Publish Date:	April 3, 1997
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=3730

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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](#).