



Aviation Investigation Final Report

Location:	KEMMERER, Wyoming	Accident Number:	SEA91LA187
Date & Time:	July 23, 1991, 14:25 Local	Registration:	N4394A
Aircraft:	Beech A-36	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT OF THE BEECHCRAFT A-36 ATTEMPTED TO DEPART FROM A 2,850 FOOT RUNWAY, WITH A DENSITY ALTITUDE OF APPROXIMATELY 10,000 FEET. WHEN THE AIRCRAFT HAD USED UP ABOUT 60% OF THE RUNWAY, THE PILOT DECIDED TO ABORT. HE WAS UNABLE TO STOP THE AIRCRAFT IN THE REMAINING RUNWAY, AND THE AIRCRAFT WENT OVER A 20 FOOT DROP-OFF, 30 FEET PAST THE END OF THE RUNWAY. TWO OTHER RUNWAYS WERE AVAILABLE TO THE PILOT. ONE WAS 3,250 FEET, AND THE OTHER WAS 7,020 FEET LONG.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S POOR PLANNING/DECISION. FACTORS INCLUDE SELECTING THE WRONG RUNWAY UNDER THE HIGH DENSITY ALTITUDE CONDITIONS.

Findings

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

Findings

1. (C) PLANNING/DECISION - POOR - PILOT IN COMMAND
2. (F) WRONG RUNWAY - SELECTED - PILOT IN COMMAND
3. (F) WEATHER CONDITION - HIGH DENSITY ALTITUDE

Occurrence #2: OVERRUN
Phase of Operation: TAKEOFF - ABORTED

Factual Information

Pilot Information

Certificate:	Private	Age:	40, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Unknown
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	August 16, 1989
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	333 hours (Total, all aircraft), 281 hours (Total, this make and model), 333 hours (Pilot In Command, all aircraft), 27 hours (Last 90 days, all aircraft), 14 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	Registration:	N4394A
Model/Series:	A-36 A-36	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	E-211
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	3600 lbs
Time Since Last Inspection:	0 Hrs	Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated	Engine Model/Series:	IO-520-BA
Registered Owner:	GEORGE A. MCRAE	Rated Power:	285 Horsepower
Operator:	GEORGE A. MCRAE	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:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 9000 ft AGL	Visibility	50 miles
Lowest Ceiling:	Broken / 12000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	220°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	27°C / -18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:	SALT LAKE CITY , UT (SLC)	Type of Clearance:	None
Departure Time:	14:25 Local	Type of Airspace:	

Airport Information

Airport:	KEMMERER EMM	Runway Surface Type:	Concrete
Airport Elevation:	7282 ft msl	Runway Surface Condition:	Dry
Runway Used:	22	IFR Approach:	None
Runway Length/Width:	2850 ft / 60 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Minor	Latitude, Longitude:	41.780815,-110.550804(est)

Administrative Information

Investigator In Charge (IIC):	Anderson, Orrin
Additional Participating Persons:	DAVE RODDA; SALT LAKE CITY , UT
Original Publish Date:	February 8, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=41493

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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](#).