



Aviation Investigation Final Report

Location:	Englewood, Florida	Accident Number:	MIA06CA080
Date & Time:	April 6, 2006, 08:45 Local	Registration:	N3602X
Aircraft:	Aero Commander 100	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot stated that prior to takeoff engine run-up was normal. He further stated that the initial takeoff roll on runway 30 was normal as well; however, about 2/3 of the length of the runway, the airspeed indicated 60 mph, so he aborted the takeoff. He said he retarded the throttle control, and applied the brakes, but the 2,040-ft runway consists of sod and sand, and it was rough and wet, so the braking action did not "work well." He said the airplane impacted the top of a 5 ft-high berm, and descended into a 8 to 10 ft-deep ditch, incurring substantial damage. On June 2, 2006, a post accident examination of the airplane and its engine was performed by an FAA inspector, as well as an FAA licensed airframe and powerplant mechanic. During the examination the engine was given a "test-run", and no preaccident anomalies were noted to exist.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to abort the takeoff in time to stop on the remaining runway, which resulted in the airplane overrunning the runway.

Findings

Occurrence #1: OVERRUN
Phase of Operation: TAKEOFF - ABORTED

Findings

1. (C) ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND

Factual Information

On April 6, 2006, about 0845 eastern daylight time, an Aero Commander 100, N3602X, registered to and operated by a private individual, as a Title 14 CFR Part 91 personal flight, aborted the takeoff at Buchan Airport, Englewood, Florida. Visual meteorological conditions prevailed, and no flight plan was filed. The private-rated pilot and passenger were not injured, and the airplane incurred substantial damage. The flight was originating at the time of the accident.

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Pilot Information

Certificate:	Private	Age:	54, 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 Without waivers/limitations	Last FAA Medical Exam:	July 1, 2005
Occupational Pilot:	No	Last Flight Review or Equivalent:	August 1, 2005
Flight Time:	272 hours (Total, all aircraft), 41 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Aero Commander	Registration:	N3602X
Model/Series:	100	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	300
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	March 1, 2006 Annual	Certified Max Gross Wt.:	2450 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	3084 Hrs as of last inspection	Engine Manufacturer:	Lycoming
ELT:	Not installed	Engine Model/Series:	O-320-A2B
Registered Owner:	Rodney F. Olson	Rated Power:	150 Horsepower
Operator:		Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	PIE, 10 ft msl	Distance from Accident Site:	
Observation Time:	08:53 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	70°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.01 inches Hg	Temperature/Dew Point:	19°C / 13°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Englewood, FL (X36)	Type of Flight Plan Filed:	None
Destination:	Lakeland, FL (LAL)	Type of Clearance:	None
Departure Time:	08:45 Local	Type of Airspace:	

Airport Information

Airport:	Buchan Airport X36	Runway Surface Type:	Dirt;Grass/turf
Airport Elevation:	15 ft msl	Runway Surface Condition:	Dry;Rough
Runway Used:	30	IFR Approach:	None
Runway Length/Width:	2040 ft / 120 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:	26.989721,-82.373054

Administrative Information

Investigator In Charge (IIC):	Lovell, John
Additional Participating Persons:	Robert Nutt; Tampa, Florida ; Tampa, FL
Original Publish Date:	October 3, 2006
Last Revision Date:	
Investigation Class:	Class
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=63462

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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](#).