



# Aviation Investigation Final Report

<b>Location:</b>	SAVANNAH, Georgia	<b>Accident Number:</b>	ATL85LA199
<b>Date &amp; Time:</b>	June 30, 1985, 10:30 Local	<b>Registration:</b>	N2781F
<b>Aircraft:</b>	BEECH 55	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	3 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

BEFORE TAKING OFF, THE PLT CHECKED THE TRIM & THE AUTO-PLT. DURING THE TAKEOFF RUN, HE NOTED THAT THE 'AIRCRAFT FELT HEAVY ON ROTATION/TAKEOFF ABORTED.' THE ACFT CONTINUED OFF THE END OF THE RWY, HIT A MOUND OF DIRT & WAS DAMAGED. A POST-ACCIDENT EXAM REVEALED THAT BOTH THE AUTO-PLT & ELECTRICAL TRIM WERE ON & THE ELEVATOR TRIM WAS IN THE FULL NOSE DOWN TRIM POSITION. ACCORDING TO THE OPERATOR'S MANUAL, THE AUTO-PLT SHOULD HAVE BEEN IN THE OFF POSITION FOR TAKEOFF. NOT ALL OF THE RWY WAS AVAILABLE FOR TAKEOFF; THE PLT HAD 3800 FT REMAINING FROM WHERE HE BEGAN HIS TAKEOFF ROLL.

## 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. (C) AIRCRAFT PREFLIGHT - IMPROPER - PILOT IN COMMAND
2. (C) AUTOPILOT/FLIGHT DIRECTOR - ENGAGED
3. FLT CONTROL SYST,ELEVATOR TRIM/TAB CONTROL - OTHER
4. (C) TRIM SETTING - NOT IDENTIFIED - PILOT IN COMMAND

- 5. ROTATION - NOT ATTAINED
- 6. ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND

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Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER  
Phase of Operation: TAKEOFF

Findings

- 7. (F) TERRAIN CONDITION - DIRT BANK/RISING EMBANKMENT

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	34, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical--w/ waivers/lim	<b>Last FAA Medical Exam:</b>	
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	515 hours (Total, all aircraft), 55 hours (Total, this make and model), 55 hours (Last 90 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	BEECH	<b>Registration:</b>	N2781F
<b>Model/Series:</b>	55 55	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Utility	<b>Serial Number:</b>	TC1801
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	5
<b>Date/Type of Last Inspection:</b>	Unknown	<b>Certified Max Gross Wt.:</b>	5000 lbs
<b>Time Since Last Inspection:</b>	90 Hrs	<b>Engines:</b>	2 Reciprocating
<b>Airframe Total Time:</b>	775 Hrs	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	IO-470
<b>Registered Owner:</b>	JOHN S. KERN P.E.P.C	<b>Rated Power:</b>	260 Horsepower
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	SAV ,20 ft msl	<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>	10:28 Local	<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Unknown / 1200 ft AGL	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	Broken / 1200 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	7 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	270°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30 inches Hg	<b>Temperature/Dew Point:</b>	24°C / 21°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	(SAV )	<b>Type of Flight Plan Filed:</b>	IFR
<b>Destination:</b>	VIDALIA , GA	<b>Type of Clearance:</b>	IFR
<b>Departure Time:</b>	10:15 Local	<b>Type of Airspace:</b>	Class E

## Airport Information

<b>Airport:</b>	SAVANNAH SAV	<b>Runway Surface Type:</b>	Macadam
<b>Airport Elevation:</b>	50 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	36	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	3800 ft / 150 ft	<b>VFR Approach/Landing:</b>	None

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	2 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	3 None	<b>Latitude, Longitude:</b>	

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Powell, Phillip
<b>Additional Participating Persons:</b>	BILL DUNCAN; ATLANTA , GA
<b>Original Publish Date:</b>	
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=6817">https://data.ntsb.gov/Docket?ProjectID=6817</a>

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