



Aviation Investigation Final Report

Location:	MOULTRIE, Georgia	Accident Number:	ATL88LA027
Date & Time:	November 1, 1987, 14:30 Local	Registration:	N3798X
Aircraft:	AERO COMMANDER 100	Aircraft Damage:	Substantial
Defining Event:		Injuries:	3 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PLT TOOK OFF TO THE NORTH AT THE PRIVATE, SOD AIRSTRIP. HE RPTD THAT THE ACFT BEGAN TO 'DROP' SHORTLY AFTER LIFTOFF. HE THEN ATTEMPTED TO ARREST THE DESCENT BY INCREASING THE NOSE-UP PITCH ANGLE, AND THE ACFT 'BEGAN TO STALL'. HE ABORTED THE TAKEOFF AND PUT THE ACFT BACK ONTO THE RWY. THE ACFT RAN OFF THE RWY END INTO SOFT SAND AND COLLAPSED THE NOSE GEAR. HE NOTED THAT THE WIND VELOCITY WAS VARIABLE AT THE TIME.

Probable Cause and Findings

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

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (C) LIFT-OFF - PREMATURE - PILOT IN COMMAND
 2. (C) AIRSPEED - INADEQUATE - PILOT IN COMMAND
 3. (F) STALL/MUSH - INADVERTENT - PILOT IN COMMAND
 4. ABORTED TAKEOFF - ATTEMPTED - PILOT IN COMMAND
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Occurrence #2: OVERRUN
Phase of Operation: TAKEOFF - ABORTED

Occurrence #3: NOSE GEAR COLLAPSED
Phase of Operation: LANDING - ROLL

Findings

5. (F) TERRAIN CONDITION - SOFT
6. LANDING GEAR, NOSE GEAR - OVERLOAD

Factual Information

Pilot Information

Certificate:	Private	Age:	32, 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--no waivers/lim.	Last FAA Medical Exam:	April 7, 1987
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	361 hours (Total, all aircraft), 242 hours (Total, this make and model), 322 hours (Pilot In Command, all aircraft), 28 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	AERO COMMANDER	Registration:	N3798X
Model/Series:	100 100	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	296
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	April 29, 1987 Annual	Certified Max Gross Wt.:	2250 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	677 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Not installed	Engine Model/Series:	O-320-A2B
Registered Owner:	THOMAS W. ROWELL	Rated Power:	150 Horsepower
Operator:		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:	ABY ,197 ft msl	Distance from Accident Site:	30 Nautical Miles
Observation Time:	14:52 Local	Direction from Accident Site:	304°
Lowest Cloud Condition:	Scattered / 5000 ft AGL	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	14 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	70°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	28°C / 13°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	14:30 Local	Type of Airspace:	Class G

Airport Information

Airport:	PRIVATE	Runway Surface Type:	Grass/turf
Airport Elevation:	300 ft msl	Runway Surface Condition:	
Runway Used:	3	IFR Approach:	None
Runway Length/Width:	1900 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	2 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 None	Latitude, Longitude:	31.159334,-83.769485(est)

Administrative Information

Investigator In Charge (IIC):	Strickland, Scott
Additional Participating Persons:	HARRY WACHSLER; ATLANTA , GA
Original Publish Date:	May 16, 1989
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=7668

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](#).