



# Aviation Investigation Final Report

<b>Location:</b>	NASHVILLE, Tennessee	<b>Accident Number:</b>	ATL88LA130
<b>Date &amp; Time:</b>	April 2, 1988, 09:30 Local	<b>Registration:</b>	N7243B
<b>Aircraft:</b>	BEECH                      A-36	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	5 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

THE PILOT ABORTED A TAKEOFF AFTER HE FELT THAT THE AIRCRAFT WAS NOT PERFORMING PROPERLY. THE PILOT HAD FOUR PASSENGERS ON BOARD WHICH PUT THE AIRCRAFT NEAR ITS GROSS WEIGHT. THE RUNWAY WAS 4300 FEET LONG AND THE PILOT NEEDED ABOUT 1100 FEET OF RUNWAY FOR THE AIRCRAFT CONFIGURATION AND PREVAILING WINDS. THE PILOT REPORTED THAT ALL AIRCRAFT SYSTEMS WERE OPERATING PROPERLY PRIOR TO THE ATTEMPTED TAKEOFF. THE PLT REPORTED THAT THE ACFT DEVELOPED ABOUT 30 INCHES OF MANIFOLD PRESSURE DURING THE ROLL BUT DID NOT FEEL RIGHT. THE TOWER REPORTED THAT THE ACFT ROTATED AND THEN BOUNCED BACK ON THE RWY. THE ACFT CONTINUED PAST THE OVERRUN AND DAMAGED THE LANDING GEAR.

## 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 - ABORTED

#### Findings

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

2. (C) THROTTLE/POWER CONTROL - IMPROPER USE OF - PILOT IN COMMAND  
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Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER  
Phase of Operation: TAKEOFF - ABORTED

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	25, 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 2 Valid Medical--w/ waivers/lim	<b>Last FAA Medical Exam:</b>	March 20, 1987
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	299 hours (Total, all aircraft), 3 hours (Total, this make and model), 183 hours (Pilot In Command, all aircraft), 33 hours (Last 90 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	BEECH	<b>Registration:</b>	N7243B
<b>Model/Series:</b>	A-36 A-36	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	80-2259
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	6
<b>Date/Type of Last Inspection:</b>	January 20, 1988 Annual	<b>Certified Max Gross Wt.:</b>	3650 lbs
<b>Time Since Last Inspection:</b>	64 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	382 Hrs	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	IO-550-B
<b>Registered Owner:</b>	SPECTRUM AIRCRAFT SALES, INC.	<b>Rated Power:</b>	300 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>		<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>		<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Unknown	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	Overcast / 4000 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	8 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	220°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30 inches Hg	<b>Temperature/Dew Point:</b>	18°C / -18°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>		<b>Type of Flight Plan Filed:</b>	IFR
<b>Destination:</b>	FT. MEYERS , FL	<b>Type of Clearance:</b>	IFR
<b>Departure Time:</b>	00:00 Local	<b>Type of Airspace:</b>	Class E

## Airport Information

<b>Airport:</b>	NASHVILLE BNA	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	600 ft msl	<b>Runway Surface Condition:</b>	Wet
<b>Runway Used:</b>	20L	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	4300 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>	4 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	5 None	<b>Latitude, Longitude:</b>	36.109142,-86.870498(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Powell, Phillip
<b>Additional Participating Persons:</b>	BILL WHITMORE; NASHVILLE , TN
<b>Original Publish Date:</b>	April 25, 1989
<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=7730">https://data.ntsb.gov/Docket?ProjectID=7730</a>

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