



# Aviation Investigation Final Report

<b>Location:</b>	BURNSVILLE, North Carolina	<b>Accident Number:</b>	ATL92LA016
<b>Date &amp; Time:</b>	October 27, 1991, 09:30 Local	<b>Registration:</b>	N74279
<b>Aircraft:</b>	GULFSTREAM AMERICAN AA5A	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 Serious, 1 Minor
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

THE AIRPLANE SKIDDED DOWN A HILLSIDE AFTER THE PILOT REJECTED A TAKEOFF FROM A RUNWAY WHICH ROSE 40 FEET FROM THE INITIAL TAKEOFF ROLL. THE PILOT ELECTED TO ABORT THE TAKEOFF ABOUT 900 FEET FROM THE END OF THE RUNWAY. REPORTEDLY, THE WINDS WERE CALM AND THE DOWNSLOPE RUNWAY WAS RECOMMENDED FOR NORMAL TAKEOFFS FROM THE MOUNTAINOUS AIRPORT. THE PILOT WAS NOT EXPERIENCED WITH OPERATIONS AT HIGHER THAN SEA LEVEL. THE DENSITY ALTITUDE WAS ESTIMATED AT 5,250 FEET.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S INADEQUATE PREFLIGHT PLANNING AND THE SELECTION OF TAKEOFF RUNWAY WITH AN UPSLOPE FOR TAKEOFF. FACTORS WERE THE PILOT'S LACK OF EXPERIENCE WITH THE GEOGRAPHICAL AREA AND THE HIGH DENSITY ALTITUDE.

### Findings

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

- Findings  
1. TERRAIN CONDITION - RISING

2. (C) PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
3. (F) LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - PILOT IN COMMAND
4. TERRAIN CONDITION - RUNWAY
5. (C) WRONG RUNWAY - SELECTED - PILOT IN COMMAND
6. (F) WEATHER CONDITION - HIGH DENSITY ALTITUDE

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

Findings

7. TERRAIN CONDITION - ROUGH/UNEVEN

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	33, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<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--no waivers/lim.	<b>Last FAA Medical Exam:</b>	July 1, 1991
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	130 hours (Total, all aircraft), 100 hours (Total, this make and model), 130 hours (Pilot In Command, all aircraft), 120 hours (Last 90 days, all aircraft), 30 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	GULFSTREAM AMERICAN	<b>Registration:</b>	N74279
<b>Model/Series:</b>	AA5A AA5A	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	AA5A-0185
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	5
<b>Date/Type of Last Inspection:</b>	March 1, 1991 Annual	<b>Certified Max Gross Wt.:</b>	2400 lbs
<b>Time Since Last Inspection:</b>	120 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	1400 Hrs	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	O-310-E2G
<b>Registered Owner:</b>	MCCANDLESS, JEFFREY D	<b>Rated Power:</b>	150 Horsepower
<b>Operator:</b>	MCCANDLESS, JEFFREY D	<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>	AVL ,2165 ft msl	<b>Distance from Accident Site:</b>	30 Nautical Miles
<b>Observation Time:</b>	09:50 Local	<b>Direction from Accident Site:</b>	30°
<b>Lowest Cloud Condition:</b>	Scattered / 25000 ft AGL	<b>Visibility</b>	12 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	/	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	0°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30 inches Hg	<b>Temperature/Dew Point:</b>	16°C / 12°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	BURNSVILLE , NC	<b>Type of Flight Plan Filed:</b>	VFR
<b>Destination:</b>	HILTON HEAD ISL, SC (49J )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	09:30 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	MT. AIR AIRPORT NONE	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	4350 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	32	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	3000 ft / 50 ft	<b>VFR Approach/Landing:</b>	None

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Serious	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 Minor	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 Serious, 1 Minor	<b>Latitude, Longitude:</b>	35.910175,-82.290199(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Powell, Phillip
<b>Additional Participating Persons:</b>	ROBERT SCHILLING; CHARLOTTE , NC
<b>Original Publish Date:</b>	January 22, 1993
<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=8542">https://data.ntsb.gov/Docket?ProjectID=8542</a>

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