



Aviation Investigation Final Report

Location:	WALTERBORO, South Carolina	Accident Number:	ATL92LA157
Date & Time:	August 11, 1992, 17:00 Local	Registration:	N6540R
Aircraft:	BEECH 23-B24R	Aircraft Damage:	Substantial
Defining Event:		Injuries:	3 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE FLIGHT WAS ATTEMPTING TO DEPART THE 2400 FOOT SOD AIRFIELD. DURING THE DEPARTURE ROLL, PASSENGERS STATED THAT THE AIRCRAFT CONTACTED A SOFT SPOT IN THE RUNWAY SURFACE, AND APPEARED TO SLOW DOWN. AFTER LIFTOFF, THE AIRCRAFT CONTACTED TREES ON THE DEPARTURE END OF THE RUNWAY AND CRASHED INTO TERRAIN. THE TEMPERATURE IN THE AREA AT THE TIME OF THE ACCIDENT WAS 92 DEGREES FAHRENHEIT, AND THE DENSITY ALTITUDE FOR THE RUNWAY WAS IN EXCESS OF 2000 FEET.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE INADEQUATE PREFLIGHT PLANNING BY THE PILOT IN COMMAND. FACTORS WERE THE SOFT RUNWAY, AND THE HIGH DENSITY ALTITUDE WHICH EXISTED AT THE TIME OF THE ATTEMPTED DEPARTURE.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. OBJECT - TREE(S)
2. (C) PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND

3. (F) WEATHER CONDITION - HIGH DENSITY ALTITUDE
4. (F) AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SOFT

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

Pilot Information

Certificate:	Private	Age:	28, 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 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	April 1, 1992
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	70 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N6540R
Model/Series:	23-B24R 23-B24R	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	MC-306
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	May 18, 1992 100 hour	Certified Max Gross Wt.:	2750 lbs
Time Since Last Inspection:	201 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2698 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	IO-360-A1B
Registered Owner:	BRADLEY, DAVID M.	Rated Power:	200 Horsepower
Operator:	OB DAM, PETER JOHN	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:	CHS ,46 ft msl	Distance from Accident Site:	32 Nautical Miles
Observation Time:	16:50 Local	Direction from Accident Site:	90°
Lowest Cloud Condition:	Scattered / 4000 ft AGL	Visibility	7 miles
Lowest Ceiling:	Broken / 25000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	210°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	33°C / 23°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(NONE)	Type of Flight Plan Filed:	None
Destination:	MOUNT PLEASANT , SC (8S5)	Type of Clearance:	None
Departure Time:	17:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	CATTERTONS AIRSTRIP NONE	Runway Surface Type:	Grass/turf
Airport Elevation:		Runway Surface Condition:	Dry
Runway Used:	29	IFR Approach:	None
Runway Length/Width:	2400 ft / 75 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:	32.900569,-80.668998(est)

Administrative Information

Investigator In Charge (IIC):	Sasser, Roff
Additional Participating Persons:	CHARLES R THOMPSON; COLUMBIA, SC
Original Publish Date:	July 29, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=8644

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](#).