



National Transportation Safety Board Aviation Accident Final Report

Location:	HEADLAND, AL	Accident Number:	ATL93FA004
Date & Time:	10/06/1992, 1105 CDT	Registration:	N4490
Aircraft:	AERO COMMANDER 680	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Fatal, 1 Serious
Flight Conducted Under:	Part 91: General Aviation - Business		

Analysis

ACCORDING TO THE OWNER, HE AND THE PILOT HAD FLOWN FROM ALBANY, GEORGIA TO SWAP A PIPER 28 FOR THE AERO COMMANDER 680. PRIOR TO COMPLETING THE TRADE, THE PREVIOUS OWNER RECONSTRUCTED A SET OF AIRCRAFT MAINTENANCE LOGS WHICH REVEALED THE ESTIMATED TOTAL AIRFRAME TIME AND ENGINE SERIAL NUMBERS. THE OWNER ASSUMED THAT THE AIRPLANE WAS AIRWORTHY. SINCE THE PILOT WAS NOT AERO COMMANDER RATED, THEY DECIDED TO TAXI THE AIRPLANE ON THE RAMP AND RUNWAY TO GAIN SOME EXPERIENCE. WHILE TAXIING AT A HIGH RATE OF SPEED ON RUNWAY 09, THE OWNER REPORTED THAT A GUST OF WIND CAUGHT THE AIRPLANE AS THE TAXI SPEED APPROACHED 65 MPH. THE PILOT LOST CONTROL OF THE AIRPLANE AS IT BECAME AIRBORNE. THE AIRPLANE ROTATED TO THE RIGHT AND THE RIGHT WING STRUCK THE GROUND; THE AIRPLANE CARTWHEELED TO A STOP FACING THE OPPOSITE DIRECTION. THE WRECKAGE EXAMINATION FAILED TO DISCLOSE A MECHANICAL MALFUNCTION. REPORTEDLY, THE PILOT COMPLETED A PREFLIGHT BUT, THE WRECKAGE EXAMINATION DISCOVERED A LARGE BIRD'S NEST IN THE SUMP AREA OF THE LEFT ENGINE AND A MISSING EXHAUST MANIFOLD. THE PILOT WAS NOT MULTIEENGINE RATED.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S FAILURE TO MAINTAIN CONTROL OF THE AIRPLANE WHILE CONDUCTING A HIGH SPEED TAXI MANEUVER WHICH RESULTED IN INADVERTENT FLIGHT. FACTORS WERE THE PILOT'S OVER CONFIDENCE IN HIS ABILITY, HIS LACK OF FAMILIARITY WITH THE AIRPLANE AND THE WIND GUST.

Findings

Occurrence #1: ON GROUND/WATER ENCOUNTER WITH WEATHER
Phase of Operation: TAXI

Findings

1. (F) WEATHER CONDITION - GUSTS

Occurrence #2: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: TAKEOFF

Findings

2. (C) AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. (F) OVERCONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
4. (C) TAXISPEED - EXCESSIVE - PILOT IN COMMAND
5. (F) LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND

Occurrence #3: DRAGGED WING, ROTOR, POD, FLOAT OR TAIL/SKID
Phase of Operation: TAKEOFF

Factual Information

Pilot Information

Certificate:	Commercial	Age:	57, 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:	Yes
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	06/17/1992
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	869 hours (Total, all aircraft), 705 hours (Pilot In Command, all aircraft), 4 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	AERO COMMANDER	Registration:	N4490
Model/Series:	680 680	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	680-487-157
Landing Gear Type:	Retractable - Tricycle	Seats:	5
Date/Type of Last Inspection:	01/02/2000, Unknown	Certified Max Gross Wt.:	7500 lbs
Time Since Last Inspection:		Engines:	2 Reciprocating
Airframe Total Time:	8693 Hours	Engine Manufacturer:	LYCOMING
ELT:		Engine Model/Series:	GSO-480-B1A6
Registered Owner:	BENSON, WILLIAM L.	Rated Power:	340 hp
Operator:	BENSON, WILLIAM L.	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	DHN, 300 ft msl	Distance from Accident Site:	15 Nautical Miles
Observation Time:	1050 CDT	Direction from Accident Site:	180°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	7 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	30°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	18° C / 8° C
Precipitation and Obscuration:			
Departure Point:	(0J6)	Type of Flight Plan Filed:	None
Destination:	SYLVESTER, GA (SYV)	Type of Clearance:	None
Departure Time:	1105 CDT	Type of Airspace:	Class G

Airport Information

Airport:	HEADLAND MUNICIPAL (0J6)	Runway Surface Type:	Asphalt
Airport Elevation:	359 ft	Runway Surface Condition:	Dry
Runway Used:	9	IFR Approach:	None
Runway Length/Width:	4200 ft / 80 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Substantial
Passenger Injuries:	1 Serious	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Fatal, 1 Serious	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	PHILLIP POWELL	Report Date:	09/28/1993
Additional Participating Persons:	JERRY YATES; BIRMINGHAM, AL		
Publish Date:			
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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