



National Transportation Safety Board Aviation Accident Final Report

Location:	JACKSON, WY	Accident Number:	SEA91LA007
Date & Time:	10/17/1990, 0930 MDT	Registration:	N26853
Aircraft:	CESSNA 414A	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	4 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

THE PILOT INITIATED A TAKEOFF WITH SNOW AND ICE ON THE ACFT. DURING TAKEOFF ROLL THE ACFT BECAME AIRBORNE, SETTLED BACK ONTO THE RUNWAY AND THE PILOT ATTEMPTED TO ABORT THE TAKEOFF. THE ACFT DEPARTED THE END OF THE RUNWAY, IMPACTED NAVIGATION ANTENNAS AND ROUGH TERRAIN.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S INADEQUATE PREFLIGHT PREPARATION OF THE AIRCRAFT, HIS FAILURE TO REMOVE SNOW AND ICE FROM THE AIRCRAFT BEFORE TAKEOFF, AND HIS DELAY IN ATTEMPTING TO ABORT THE TAKEOFF.

Findings

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

Findings

1. (C) AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
2. (C) ICE/FROST REMOVAL FROM AIRCRAFT - NOT PERFORMED - PILOT IN COMMAND
3. (C) ABORT - DELAYED - PILOT IN COMMAND

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

Factual Information

Pilot Information

Certificate:	Private	Age:	37, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	08/20/1990
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	1392 hours (Total, all aircraft), 1095 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N26853
Model/Series:	414A 414A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	414A0316
Landing Gear Type:	Retractable - Tricycle	Seats:	7
Date/Type of Last Inspection:	03/19/1990, Annual	Certified Max Gross Wt.:	6750 lbs
Time Since Last Inspection:	0 Hours	Engines:	2 Reciprocating
Airframe Total Time:		Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	TSIO-520-NB5B
Registered Owner:		Rated Power:	310 hp
Operator:	ALAN MERRELL, JR.	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	JAC, 6444 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0950 MDT	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	20 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	Calm /	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	-6° C / -7° C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:	LAS VEGAS, NV (LAS)	Type of Clearance:	None
Departure Time:	0000	Type of Airspace:	Class G

Airport Information

Airport:	JACKSON HOLE (JAC)	Runway Surface Type:	Asphalt
Airport Elevation:	6444 ft	Runway Surface Condition:	Dry
Runway Used:	18	IFR Approach:	None
Runway Length/Width:	6299 ft / 150 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Destroyed
Passenger Injuries:	3 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	4 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	MANGUM E PRENTISS	Report Date:	10/02/1992
Additional Participating Persons:			
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.ntsb.gov/pubdms/ .		

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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).