



Aviation Investigation Final Report

Location:	McAlpin, Florida	Accident Number:	ERA24LA197
Date & Time:	April 27, 2024, 09:35 Local	Registration:	N3880B
Aircraft:	Beech F35	Aircraft Damage:	Destroyed
Defining Event:	Collision with terr/obj (non-CFIT)	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot and his passenger were preparing for a cross-country flight. After a routine preflight inspection and engine start, the pilot taxied to runway 27, which was 2,644 ft-long and comprised of turf. The grass was “mid height” and wet from the morning dew. The pilot commonly used a “hump” in the runway as a go/no-go decision point, which was about midfield. During the takeoff roll, he scanned his tablet device for speed and noted 47 knots; 52 knots was stall speed, configured. As the takeoff roll continued, he tried to “pop” the airplane off the ground and into ground effect; this attempt was unsuccessful. He realized that the airplane would not become airborne and it departed the end of the runway, collided with a berm, and spun around to a stop. A postaccident fire ensued and the pilot and passenger egressed the airplane without injuries. Despite attempts to extinguish the fire, it progressed and eventually consumed the fuselage. An inspector with the Federal Aviation Administration reported that the airplane was destroyed. The pilot reported that there were no preaccident mechanical malfunctions or failures with the airplane that would have precluded normal operation. He also reported that performing the “no go” decision at the hump in the runway would have prevented the accident.

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 failure to abort the takeoff at the predetermined decision point.

Findings

Aircraft	Airspeed - Not attained/maintained
Personnel issues	Performance calculations - Pilot
Personnel issues	Decision making/judgment - Pilot

Factual Information

History of Flight

Takeoff	Collision with terr/obj (non-CFIT) (Defining event)
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Pilot Information

Certificate:	Private	Age:	74,Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Lap only
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	April 4, 2024
Occupational Pilot:	No	Last Flight Review or Equivalent:	April 27, 2024
Flight Time:	6670 hours (Total, all aircraft), 326 hours (Total, this make and model), 21 hours (Last 90 days, all aircraft)		

Passenger Information

Certificate:		Age:	Male
Airplane Rating(s):		Seat Occupied:	Right
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):		Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	
Medical Certification:		Last FAA Medical Exam:	
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:			

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	Registration:	N3880B
Model/Series:	F35	Aircraft Category:	Airplane
Year of Manufacture:	1955	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	D-4133
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	April 27, 2024 Annual	Certified Max Gross Wt.:	2750 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	4033 Hrs as of last inspection	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	E-225-8
Registered Owner:	On file	Rated Power:	225 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	24J,103 ft msl	Distance from Accident Site:	15 Nautical Miles
Observation Time:	09:35 Local	Direction from Accident Site:	330°
Lowest Cloud Condition:	Clear	Visibility	9 miles
Lowest Ceiling:		Visibility (RVR):	-1 ft
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	90°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	30.22 inches Hg	Temperature/Dew Point:	22°C / 17°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	McAlpin, FL	Type of Flight Plan Filed:	VFR/IFR
Destination:	Palm Beach, FL (LNA)	Type of Clearance:	None
Departure Time:		Type of Airspace:	Class G

Airport Information

Airport:	Little River FL10	Runway Surface Type:	Grass/turf
Airport Elevation:	90 ft msl	Runway Surface Condition:	Wet
Runway Used:	27	IFR Approach:	None
Runway Length/Width:	2668 ft / 50 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Destroyed
Passenger Injuries:	1 None	Aircraft Fire:	On-ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	30.118113,-82.912813(est)

Administrative Information

Investigator In Charge (IIC):	Hicks, Ralph
Additional Participating Persons:	Eric M. Muro; FAA/FSDO; Tampa, FL
Original Publish Date:	June 21, 2024
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=194172

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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](#).