



# Aviation Investigation Final Report

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<b>Location:</b>	Kimberling City, Missouri	<b>Accident Number:</b>	CEN21LA014
<b>Date &amp; Time:</b>	October 10, 2020, 13:30 Local	<b>Registration:</b>	N3445Q
<b>Aircraft:</b>	Piper PA32R	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>	Collision during takeoff/land	<b>Injuries:</b>	2 Serious
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

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## Analysis

The pilot reported that he moved the airplane out of the hangar using a tow bar and his personal vehicle. The pilot added that he did not remove the tow bar from the airplane. The pilot and passenger then departed on a cross-country flight. Witnesses at the airport notified the pilot by radio that the tow bar was still attached. The pilot then entered the traffic pattern to land at the airport. During the approach the tow bar, which was hanging from the airplane's nose wheel, impacted and got entangled in trees. The airplane then impacted ground objects and terrain. A post-crash fire ensued and destroyed the airplane. The pilot added that he did not know why he got so low on the approach to the airport.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The pilot's inadequate preflight inspection, which resulted in his inadvertent departure with the tow bar connected to the nose wheel, and the low approach while returning to the airport, which allowed the tow bar to contact trees.

## Findings

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<b>Personnel issues</b>	Preflight inspection - Pilot
<b>Aircraft</b>	Descent/approach/glide path - Not attained/maintained
<b>Environmental issues</b>	Tree(s) - Contributed to outcome

## Factual Information

### History of Flight

<b>Approach</b>	Collision during takeoff/land (Defining event)
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### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	73
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>	None None	<b>Last FAA Medical Exam:</b>	July 2, 2018
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>			

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Piper	<b>Registration:</b>	N3445Q
<b>Model/Series:</b>	PA32R	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	32R-7780312
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	
<b>Date/Type of Last Inspection:</b>	Unknown	<b>Certified Max Gross Wt.:</b>	
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>		<b>Engine Model/Series:</b>	T10-540
<b>Registered Owner:</b>	On file	<b>Rated Power:</b>	
<b>Operator:</b>	Kenneth Best	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	KFWB	<b>Distance from Accident Site:</b>	6 Nautical Miles
<b>Observation Time:</b>	18:35 Local	<b>Direction from Accident Site:</b>	360°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>		<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	4 knots / None	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	150°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30.21 inches Hg	<b>Temperature/Dew Point:</b>	24°C / 24°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Kimberling City, MO	<b>Type of Flight Plan Filed:</b>	
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>		<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	Kimberling Airport MO64	<b>Runway Surface Type:</b>	
<b>Airport Elevation:</b>	1050 ft msl	<b>Runway Surface Condition:</b>	
<b>Runway Used:</b>		<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>		<b>VFR Approach/Landing:</b>	Precautionary landing

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Serious	<b>Aircraft Damage:</b>	Destroyed
<b>Passenger Injuries:</b>	1 Serious	<b>Aircraft Fire:</b>	On-ground
<b>Ground Injuries:</b>		<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 Serious	<b>Latitude, Longitude:</b>	36.62629,-93.423947(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Hatch, Craig
<b>Additional Participating Persons:</b>	William Taylor; FAA FSDO; Kansas City, MO
<b>Original Publish Date:</b>	August 26, 2021
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class 4</a>
<b>Note:</b>	The NTSB did not travel to the scene of this accident.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=102133">https://data.nts.gov/Docket?ProjectID=102133</a>

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](#).