



Aviation Investigation Final Report

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| Location: | WOODSTOCK, Georgia | Accident Number: | MIA98LA150 |
| Date & Time: | May 6, 1998, 18:00 Local | Registration: | N3900P |
| Aircraft: | Piper PA-22-150 | Aircraft Damage: | Substantial |
| Defining Event: | | Injuries: | 2 None |
| Flight Conducted Under: | Part 91: General aviation - Personal | | |

Analysis

According to the pilot-in-command (PIC), after a local flight of about 1 hour, the two pilots decided to 'check-out' a grass strip that they had flown over. The grass runway was oriented north/south and they landed on runway 18. On approach, they noted that the runway was 'uphill.' After landing, they noted that the wind shocks indicated that the ground winds were 'calm.' They elected to depart on runway 36, and the PIC initiated a 'short' field takeoff. They crossed a road at the north end of the field, and the PIC stated, '...but [the airplane] did not clear the trees.' He said, '...we clipped the top of the first tree and the prop went through the second...we caught a larger tree on the inboard right wing.' The reported winds about 10 miles north of the crash site were from 150 degrees at 9 knots.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to establish a positive climb to outclimb obstacle (tree) and his decision to execute a takeoff with a tailwind.

Findings

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

Findings

1. WEATHER CONDITION - TAILWIND

2. (C) PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
3. (C) CLIMB - NOT ATTAINED - PILOT IN COMMAND
4. OBJECT - TREE(S)

Factual Information

On May 6, 1998, about 1800 eastern daylight time, a Piper PA-22-150, N3900P, registered to Air Group Inc., crashed during takeoff at a private airstrip, near Woodstock, Georgia, while on a Title 14 CFR Part 91 pleasure flight. Visual meteorological conditions prevailed at the time and no flight plan was filed. The airplane was substantially damaged. The airline transport-rated certified flight instructor and private-rated pilot/passenger were not injured. The flight originated from Marietta, Georgia, at 1700.

According to the pilot-in-command (PIC), after a local flight of about 1 hour, the two pilots decided to "check-out" a grass strip that they had flown over. The grass runway was oriented north/south and they landed on runway 18. On approach, they noted that the runway was "uphill." After landing, they noted that the wind socks indicated that the ground winds were "calm." They elected to depart on runway 36, and the PIC initiated a "short" field takeoff. They crossed a road at the north end of the field, and the PIC stated, "...but [the airplane] did not clear the trees." He said, "...we clipped the top of the first tree and the prop went through the second...we caught a larger tree on the inboard right wing."

The reported winds at Dobbins Airbase, Georgia, located about 10 miles north of the crash site were from 150 degrees at 9 knots.

Pilot Information

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|----------------------------------|--|--|-------------------|
| Certificate: | Airline transport; Commercial; Flight instructor | Age: | 65, Male |
| Airplane Rating(s): | Single-engine land; Multi-engine land | Seat Occupied: | Left |
| Other Aircraft Rating(s): | None | Restraint Used: | |
| Instrument Rating(s): | Airplane | Second Pilot Present: | Yes |
| Instructor Rating(s): | Airplane multi-engine; Airplane single-engine; Instrument airplane | Toxicology Performed: | No |
| Medical Certification: | Class 2 Valid Medical-w/ waivers/lim | Last FAA Medical Exam: | September 7, 1997 |
| Occupational Pilot: | UNK | Last Flight Review or Equivalent: | |
| Flight Time: | 20254 hours (Total, all aircraft) | | |

Aircraft and Owner/Operator Information

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|--------------------------------------|--------------------------|---------------------------------------|-----------------|
| Aircraft Make: | Piper | Registration: | N3900P |
| Model/Series: | PA-22-150 PA-22-150 | Aircraft Category: | Airplane |
| Year of Manufacture: | | Amateur Built: | |
| Airworthiness Certificate: | Normal | Serial Number: | 22-3568 |
| Landing Gear Type: | Tricycle | Seats: | 4 |
| Date/Type of Last Inspection: | November 1, 1997 Annual | Certified Max Gross Wt.: | 2000 lbs |
| Time Since Last Inspection: | 169 Hrs | Engines: | 1 Reciprocating |
| Airframe Total Time: | 3957 Hrs | Engine Manufacturer: | Lycoming |
| ELT: | Installed, not activated | Engine Model/Series: | O-320-A1A |
| Registered Owner: | AIR GROUP INC. | Rated Power: | 150 Horsepower |
| Operator: | | Operating Certificate(s) Held: | None |
| Operator Does Business As: | | Operator Designator Code: | |

Meteorological Information and Flight Plan

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|---|----------------------------------|---|-------------------|
| Conditions at Accident Site: | Visual (VMC) | Condition of Light: | Day |
| Observation Facility, Elevation: | MGE ,1068 ft msl | Distance from Accident Site: | 10 Nautical Miles |
| Observation Time: | 17:55 Local | Direction from Accident Site: | 320° |
| Lowest Cloud Condition: | Clear | Visibility | 15 miles |
| Lowest Ceiling: | Overcast / 1300 ft AGL | Visibility (RVR): | |
| Wind Speed/Gusts: | 9 knots / | Turbulence Type Forecast/Actual: | / |
| Wind Direction: | 150° | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | 29 inches Hg | Temperature/Dew Point: | 25°C / 12°C |
| Precipitation and Obscuration: | No Obscuration; No Precipitation | | |
| Departure Point: | MARIETTA , GA (RYY) | Type of Flight Plan Filed: | None |
| Destination: | CARTESVILLE , GA (VPC) | Type of Clearance: | None |
| Departure Time: | 17:00 Local | Type of Airspace: | |

Airport Information

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|-----------------------------|------------------|----------------------------------|------------|
| Airport: | AIR ACRES 5GA4 | Runway Surface Type: | Grass/turf |
| Airport Elevation: | 918 ft msl | Runway Surface Condition: | Dry |
| Runway Used: | 36 | IFR Approach: | None |
| Runway Length/Width: | 2000 ft / 100 ft | VFR Approach/Landing: | None |

Wreckage and Impact Information

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|----------------------------|--------|-----------------------------|---------------------------|
| Crew Injuries: | 2 None | Aircraft Damage: | Substantial |
| Passenger Injuries: | | Aircraft Fire: | None |
| Ground Injuries: | N/A | Aircraft Explosion: | None |
| Total Injuries: | 2 None | Latitude, Longitude: | 34.099018,-84.509757(est) |

Administrative Information

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| Investigator In Charge (IIC): | Yurman, Alan |
| Additional Participating Persons: | GEORGE C JONES; ATLANTA , GA |
| Original Publish Date: | February 15, 2001 |
| Last Revision Date: | |
| Investigation Class: | Class |
| Note: | |
| Investigation Docket: | https://data.nts.gov/Docket?ProjectID=38513 |

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](#).