



Aviation Investigation Final Report

Location:	Akron, Alabama	Accident Number:	ATL05CA080
Date & Time:	May 15, 2005, 19:15 Local	Registration:	N35920
Aircraft:	Piper J4E	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot stated he started the takeoff roll on runway 19 with no noticeable head wind. The airplane accelerated down the runway to a point where he normally rotates the airplane at 50 mph. The pilot observed the airspeed indicator slightly below 50 mph, applied aft pressure on the flight controls, and the airplane became airborne. The pilot observed a decrease in airspeed and knew he could not clear trees located off the departure end of the runway. The pilot aborted the takeoff by reducing power. The airplane touched back on the ground and the pilot applied aft pressure on the flight controls. The airplane became airborne and touched back down on the ground. The pilot started a left turn maneuver to avoid the trees and applied brakes. The pilot stated he lost directional control, the nose and right wing collided with the ground. The pilot further stated there were no anomalies noted with the airframe, flight controls, or engine assembly.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's premature liftoff and his failure to attain adequate airspeed which resulted in a stall/mush. Also causal was the pilot's delay in aborting the takeoff.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: TAKEOFF

Findings

1. (C) LIFT-OFF - PREMATURE - PILOT IN COMMAND
 2. (C) AIRSPEED - INADEQUATE - PILOT IN COMMAND
 3. STALL/MUSH
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Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: TAKEOFF - ABORTED

Findings

4. (C) ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND
5. TERRAIN CONDITION - GROUND
6. MANEUVER TO AVOID OBSTRUCTIONS - ATTEMPTED - PILOT IN COMMAND

Factual Information

on May 15, 2005, at 1915 central daylight time, a Piper J4E, N35920, registered to a private owner, operating as a 14 CFR Part 91 personal flight, reported a loss of directional control while maneuvering to avoid obstructions during an aborted take off. Visual meteorological conditions prevailed and no flight plan was filed. The private pilot and one passenger reported no injuries. The flight was originating from a private airstrip in Akron, Alabama, on May 15, 2005 at 1914.

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Pilot Information

Certificate:	Private	Age:	53, 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:	No
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	October 1, 2004
Occupational Pilot:	No	Last Flight Review or Equivalent:	June 1, 2003
Flight Time:	299 hours (Total, all aircraft), 192 hours (Total, this make and model), 234 hours (Pilot In Command, all aircraft), 29 hours (Last 90 days, all aircraft), 17 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N35920
Model/Series:	J4E	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	4-1450
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	May 1, 2005 Annual	Certified Max Gross Wt.:	1400 lbs
Time Since Last Inspection:	7 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2220.2 Hrs at time of accident	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	C-85-12
Registered Owner:	Thomas M. Strickland	Rated Power:	85 Horsepower
Operator:		Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	TCL,170 ft msl	Distance from Accident Site:	25 Nautical Miles
Observation Time:	19:53 Local	Direction from Accident Site:	30°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	360°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.9 inches Hg	Temperature/Dew Point:	23°C / 18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Akron, AL	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	19:14 Local	Type of Airspace:	

Airport Information

Airport:	Strickland Smalley Field NONE	Runway Surface Type:	Grass/turf
Airport Elevation:	370 ft msl	Runway Surface Condition:	Dry
Runway Used:	19	IFR Approach:	None
Runway Length/Width:	2200 ft / 60 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	32.223056,-87.613891

Administrative Information

Investigator In Charge (IIC):	Smith, Carrol
Additional Participating Persons:	William K Duckett; Birmingham FSDO-09; Birmingham, AL
Original Publish Date:	September 13, 2005
Last Revision Date:	
Investigation Class:	Class
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=61521

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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](#).