



Aviation Investigation Final Report

Location:	APISON, Tennessee	Accident Number:	ATL83LA383
Date & Time:	September 29, 1983, 18:22 Local	Registration:	N25814
Aircraft:	PIPER PA-38-112	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor, 1 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

THE ACFT COLLIDED WITH TREES AND CRASHED DURING TAKEOFF FROM A SHORT GRASS STRIP IN A DOWNWIND DIRECTION. THE WIND VELOCITY WAS 9 KTS. THE STRIP WAS 2300 FT LONG WITH 75 FT TREES AT THE END. UNDER THE EXISTING CONDITIONS THE TAKEOFF COULD NOT BE ACCOMPLISHED ACCORDING TO THE ACFT PERFORMANCE CHARTS. THE CFI DOING THE FLYING ALSO USED IMPROPER AIRSPEED FOR THE LIFT OFF.

Probable Cause and Findings

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

Findings

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

Findings

1. (F) OBJECT - TREE(S)
 2. (C) WRONG RUNWAY - SELECTED - PILOT IN COMMAND(CFI)
 3. (F) WEATHER CONDITION - TAILWIND
 4. (C) PERFORMANCE DATA - NOT IDENTIFIED - PILOT IN COMMAND(CFI)
 5. (C) DISTANCE - INADEQUATE - PILOT IN COMMAND(CFI)
 6. (C) CLEARANCE - NOT OBTAINED - PILOT IN COMMAND(CFI)
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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: TAKEOFF - INITIAL CLIMB

Factual Information

Pilot Information

Certificate:	Airline transport; Commercial; Flight instructor	Age:	36, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	Helicopter	Restraint Used:	
Instrument Rating(s):	Airplane; Helicopter	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane single-engine	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	April 4, 1983
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	5884 hours (Total, all aircraft), 189 hours (Total, this make and model), 4009 hours (Pilot In Command, all aircraft), 113 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N25814
Model/Series:	PA-38-112 PA-38-112	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	38-81A0075
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	June 16, 1983 Unknown	Certified Max Gross Wt.:	1670 lbs
Time Since Last Inspection:	80 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1000 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, activated	Engine Model/Series:	O-235-L2C
Registered Owner:	FLEWELLAN AVIATION INC.	Rated Power:	112 Horsepower
Operator:		Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	CHA ,690 ft msl	Distance from Accident Site:	10 Nautical Miles
Observation Time:	17:50 Local	Direction from Accident Site:	90°
Lowest Cloud Condition:	Unknown	Visibility	12 miles
Lowest Ceiling:	Broken / 10000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	9 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	40°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	25°C / 9°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	18:20 Local	Type of Airspace:	Class G

Airport Information

Airport:	WILLIAM AIRSTRIP	Runway Surface Type:	Grass/turf
Airport Elevation:	682 ft msl	Runway Surface Condition:	Dry
Runway Used:	21	IFR Approach:	None
Runway Length/Width:	2270 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 Minor, 1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor, 1 None	Latitude, Longitude:	35.009025,-84.999557(est)

Administrative Information

Investigator In Charge (IIC): Ware, Elinor

Additional Participating Persons:

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.ntsb.gov/Docket?ProjectID=6216>

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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](#).