



Aviation Investigation Final Report

Location:	Osage, Arkansas	Accident Number:	CEN14CA238
Date & Time:	May 10, 2014, 17:00 Local	Registration:	N907DC
Aircraft:	American Legend AL-3	Aircraft Damage:	Substantial
Defining Event:	Nose over/nose down	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot made several attempts to take off from an unimproved field with 3-foot tall grass. In the last attempt, the airplane lifted off but could not climb out of the tall grass. The pilot elected to reject the takeoff. The airplane touched down and nosed over.

Probable Cause and Findings

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

The pilot's repeated attempts to take off from an unimproved field with tall grass.

Findings

Personnel issues	Decision making/judgment - Pilot
Environmental issues	Runway/landing area condition - Decision related to condition
Environmental issues	(general) - Effect on operation

Factual Information

History of Flight

Takeoff-rejected takeoff	Nose over/nose down (Defining event)
Uncontrolled descent	Collision with terr/obj (non-CFIT)

Pilot Information

Certificate:	Airline transport; Commercial; Flight instructor	Age:	44
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Front
Other Aircraft Rating(s):	Helicopter	Restraint Used:	4-point
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane single-engine	Toxicology Performed:	No
Medical Certification:	Class 2 Without waivers/limitations	Last FAA Medical Exam:	May 1, 2014
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	(Estimated) 6200 hours (Total, all aircraft), 50 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	American Legend	Registration:	N907DC
Model/Series:	AL-3	Aircraft Category:	Airplane
Year of Manufacture:	2007	Amateur Built:	
Airworthiness Certificate:	Normal; Experimental light sport (Special)	Serial Number:	AL-1110
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	July 1, 2013 Annual	Certified Max Gross Wt.:	1750 lbs
Time Since Last Inspection:	104 Hrs	Engines:	2 Reciprocating
Airframe Total Time:	267 Hrs at time of accident	Engine Manufacturer:	CONT MOTOR
ELT:	C126 installed, activated, did not aid in locating accident	Engine Model/Series:	O-200-A48
Registered Owner:	Charles E. Butcher	Rated Power:	100 Horsepower
Operator:	Charles E. Butcher	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KROG,1359 ft msl	Distance from Accident Site:	22 Nautical Miles
Observation Time:	16:57 Local	Direction from Accident Site:	270°
Lowest Cloud Condition:	Scattered / 5000 ft AGL	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	11 knots / 18 knots	Turbulence Type Forecast/Actual:	/ None
Wind Direction:	150°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.84 inches Hg	Temperature/Dew Point:	28°C / 16°C
Precipitation and Obscuration:			
Departure Point:	No. Little Rock, AR (KORK)	Type of Flight Plan Filed:	IFR
Destination:	Berryville, AR (1M4)	Type of Clearance:	IFR
Departure Time:		Type of Airspace:	Class E

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:	36.289459,-93.289321(est)

Administrative Information

Investigator In Charge (IIC):	Scott, Arnold
Additional Participating Persons:	William Aldrich; FAA Flight Standards District Office; Little Rock, AR
Original Publish Date:	July 30, 2014
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=89201

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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](#).