



Aviation Investigation Final Report

Location:	WARRENSBURG, Missouri	Accident Number:	CHI93LA319
Date & Time:	August 8, 1993, 12:20 Local	Registration:	N17837
Aircraft:	PIPER J-2	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT USED RUNWAY 13 FOR TAKEOFF. THE RUNWAY IS 1400 FEET LONG AND HAS A TREE LINE ACROSS THE DEPARTURE END. THE WIND WAS FROM 180 DEGREES AT 15 TO 20 KNOTS. THE PILOT STATED THE DOWNDRAFT FROM THE WIND ACROSS THE TREE LINE PREVENTED A NORMAL RATE OF CLIMB. THE PILOT MADE A TURN TO THE LEFT TO AVOID THE TREE LINE, AND CRASHED IN A FIELD NEXT TO THE RUNWAY. THE PILOT WROTE IN HIS REPORT TO THE NTSB THAT THE ACCIDENT COULD HAVE BEEN PREVENTED IF HE HAD NOT ATTEMPTED TO TAKEOFF UNDER THE EXISTING [WIND] CONDITIONS.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's inadequate preflight planning and preparation. A factor in the accident was the downdraft near the end of the runway.

Findings

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

Findings

1. (F) WEATHER CONDITION - DOWNDRAFT
2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
3. (C) PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Findings

4. TERRAIN CONDITION - OPEN FIELD

Factual Information

On August 8, 1993, at 1220 central daylight time, a Piper J-2, NC17837, crashed on takeoff from a private airstrip near Warrensburg, Missouri. The airplane received substantial damage.

The commercial pilot and the passenger aboard the airplane were not injured. The intended destination for the personal flight was Skyhaven Airport, Warrensburg. No flight plan was filed, and visual meteorological conditions prevailed at the time.

The pilot utilized runway 13 for takeoff. The wind was 180 degrees at 15 knots with gusts to 20 knots. There is a tree line near the departure end of the runway. The pilot reported the downdraft coming over the tree line prevented a normal climbout. He said he made a left turn to avoid the trees. The airplane crashed in a field next to the runway.

The pilot wrote in his report to the NTSB that the accident could have been avoided if he had not attempted to takeoff under the existing [wind] conditions.

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	27, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Front
Other Aircraft Rating(s):	Glider	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	Glider	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	July 27, 1993
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	590 hours (Total, all aircraft), 253 hours (Total, this make and model), 545 hours (Pilot In Command, all aircraft), 25 hours (Last 90 days, all aircraft), 8 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N17837
Model/Series:	J-2 J-2	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	1272
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	February 14, 1993 Annual	Certified Max Gross Wt.:	1000 lbs
Time Since Last Inspection:	23 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	612 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	A-40
Registered Owner:	DAVID J. SHORT	Rated Power:	40 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:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	15 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	15 knots / 20 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	180°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	27°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	12:20 Local	Type of Airspace:	Class G

Airport Information

Airport:	PRIVATE NONE	Runway Surface Type:	Grass/turf
Airport Elevation:	799 ft msl	Runway Surface Condition:	Dry
Runway Used:	13	IFR Approach:	None
Runway Length/Width:	1400 ft / 50 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:	38.749053,-93.720741(est)

Administrative Information

Investigator In Charge (IIC): Doub, Mark

Additional Participating Persons: LARRY BECHERER; KANSAS CITY , MO

Original Publish Date: August 17, 1994

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.ntsb.gov/Docket?ProjectID=9278>

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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](#).