



National Transportation Safety Board Aviation Accident Final Report

Location:	COCHRAN, GA	Accident Number:	ATL96LA083
Date & Time:	05/01/1996, 1915 EDT	Registration:	N1209C
Aircraft:	Piper PA-22-135	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None

Flight Conducted Under: Part 91: General Aviation - Instructional

Analysis

The certified flight instructor (CFI) stated the airplane hit a bump on the takeoff roll, and became airborne prematurely. The airplane veered to the right at a very slow airspeed. At that point, the CFI elected to continue the takeoff, rather than land. He lowered the nose to gain airspeed; however, he was unable to attain sufficient airspeed and altitude to clear trees that were ahead. The airplane collided with the trees, then impacted the terrain.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: failure of the flight instructor (CFI) to maintain directional control of the airplane during takeoff, when the airplane encountered an uneven area on the airstrip and becoming airborne prematurely; and his failure to maintain clearance (or altitude) from trees, which were adjacent to the airstrip. The uneven surface of the airstrip and proximity of trees were related factors.

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER

Phase of Operation: TAKEOFF

Findings

1. (F) AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - ROUGH/UNEVEN
2. (F) LIFT-OFF - PREMATURE - PILOT IN COMMAND
3. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH OBJECT

Phase of Operation: TAKEOFF

Findings

4. OBJECT - TREE(S)
5. (C) ALTITUDE/CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

On May 1, 1996, at about 1915 eastern daylight time, a Piper PA-22-135, N1209C, registered to a private owner, operating as a 14 CFR Part 91 instructional flight crashed on initial takeoff climb in the vicinity of Cochran, Georgia. Visual meteorological conditions prevailed and no flight plan was filed. The commercial pilot/certified flight instructor and student pilot reported no injuries. The airplane sustained substantial damage. The flight originated from Wimberly Strip, Cochran, Georgia, about 1 minute before the accident.

The certified flight instructor stated the airplane hit a bump on the takeoff roll, and became airborne prematurely. The airplane veered to the right at a very slow airspeed. He lowered the nose to gain airspeed, however he did not obtain the proper climb rate. The airplane collided with trees and crashed into the terrain.

Pilot Information

Certificate:	Flight Instructor; Commercial	Age:	62, Male
Airplane Rating(s):	Multi-engine Sea; Single-engine Land; Single-engine Sea	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
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:	04/04/1995
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	4650 hours (Total, all aircraft), 11 hours (Total, this make and model), 4483 hours (Pilot In Command, all aircraft), 128 hours (Last 90 days, all aircraft), 65 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N1209C
Model/Series:	PA-22-135 PA-22-135	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	22-1015
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	Annual	Certified Max Gross Wt.:	1950 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Lycoming
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-320-A10-290
Registered Owner:	KEVIN R. KIRTLEY	Rated Power:	150 hp
Operator:	AARON W. SCARBOROUGH	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Dusk
Observation Facility, Elevation:	MCN, 354 ft msl	Distance from Accident Site:	35 Nautical Miles
Observation Time:	1853 EDT	Direction from Accident Site:	330°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	10 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	3 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	210°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	23° C / 7° C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1914 EDT	Type of Airspace:	Class G

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC): ROFF H SASSER **Report Date:** 10/04/1996

Additional Participating Persons: HARRY W TABOR; COLLEGE PARK, GA

Publish Date:

Investigation Docket: NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinq@ntsb.gov, or at 800-877-6799. Dockets released after this date are available at <http://dms.nts.gov/pubdms/>.

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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).