



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	Tallahassee, FL	<b>Accident Number:</b>	ERA09LA152
<b>Date &amp; Time:</b>	02/01/2009, 1415 EST	<b>Registration:</b>	N2424A
<b>Aircraft:</b>	PIPER PA-18 -150	<b>Injuries:</b>	2 Fatal, 2 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Analysis

The pilot reported that he had previously performed a maneuver where a jeep and motorcycle would depart traveling down the runway, and he would then depart in the same direction and perform a low pass over them. On the day of the accident there was no briefing about the maneuver before the motorcycle, jeep, and he departed. The motorcycle departed first, followed by the jeep with two occupants, and finally the airplane. The pilot stated that he estimated he was flying at 75 mile-per-hour (mph) and the jeep was driving at 35 to 40 mph. He attempted to pass the right side of the jeep, but felt a bump and he knew he had hit the jeep. He also noticed the left wing navigation light was hanging down. He performed a 180-degree turn and landed on the runway, while the jeep veered off the runway and collided with trees. The pilot further reported there was no preimpact failure or malfunction with the flight controls. Toxicology testing performed on specimens obtained from the pilot after the accident was positive for 11-Nor 9 carboxy delta 9 tetrahydrocannabinol 8.1 ng/mL, and negative for ethyl alcohol. The finding of carboxy tetrahydrocannabinol was consistent with the pilot having used marijuana within the previous days or weeks but it cannot be concluded that the use was contributory to the accident.

## Flight Events

Takeoff - Ground collision

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's decision to initiate takeoff in close proximity to other vehicles which were operating on the runway resulting in collision with a vehicle during takeoff.

## Findings

Personnel issues-Action/decision-Info processing/decision-Decision making/judgment-Pilot - C  
Environmental issues-Physical environment-Object/animal/substance-Ground vehicle-Decision related to condition

## Pilot Information

<b>Certificate:</b>	Airline Transport; Commercial; Private	<b>Age:</b>	54
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land; Single-engine Sea	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	Glider	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	7000 hours (Total, all aircraft), 350 hours (Total, this make and model), 30 hours (Last 90 days, all aircraft), 20 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Manufacturer:</b>	PIPER	<b>Registration:</b>	N2424A
<b>Model/Series:</b>	PA-18 -150	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	FLIGHTLINE GROUP INC	<b>Engine Manufacturer:</b>	Lycoming
<b>Air Carrier Operating Certificate:</b>	None	<b>Engine Model/Series:</b>	O-320
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Observation Facility, Elevation:</b>	TLH, 81 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Lowest Ceiling:</b>	Broken / 7000 ft agl
<b>Condition of Light:</b>	Day	<b>Wind Speed/Gusts, Direction:</b>	11 knots, 180°
<b>Temperature:</b>	18°C / 8°C	<b>Visibility</b>	10 Miles
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Tallahassee, FL	<b>Destination:</b>	Tallahassee, FL

## Airport Information

<b>Airport:</b>	Ayavalla Field	<b>Runway Surface Type:</b>	Grass/turf
<b>Runway Used:</b>	18	<b>Runway Surface Condition:</b>	Dry
<b>Runway Length/Width:</b>	3800 ft / 300 ft		

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	2 Fatal	<b>Aircraft Explosion:</b>	None

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Timothy W Monville	<b>Adopted Date:</b>	11/09/2009
<b>Investigation Docket:</b>	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 <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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