



National Transportation Safety Board Aviation Accident Data Summary

Location:	Patillas, PR	Accident Number:	ERA10CA090
Date & Time:	12/02/2009, 0905 AST	Registration:	N2539K
Aircraft:	PIPER PA-38-112	Injuries:	2 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

According to the pilot, he conducted a preflight inspection before taking off from the paved, 2,000-foot runway. The takeoff was "normal," but the airplane's climb rate was "not enough to clear trees" at the end of the runway. According to a Federal Aviation Administration inspector, the airplane lifted off about 1,500 feet down the runway. The airplane's right wing subsequently hit a tree located to the right of the runway and sustained substantial damage. The inspector also reported no mechanical anomalies and confirmed compression on all engine cylinders. Photographs of the tree indicated that it was about 50 feet beyond and 50 feet to the right of the runway. Straight out and to the left of runway provided a relatively clear pathway. Using the ambient weather conditions, including a 6-knot headwind, the only takeoff performance data available in the pilot's operating handbook indicated that the airplane's takeoff distance to clear a 50-foot obstacle should have been approximately 1,450 feet.

Flight Events

Takeoff - Collision during takeoff/land

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's inadequate visual lookout and failure to maintain clearance from a tree.

Findings

Personnel issues-Psychological-Attention/monitoring-Monitoring environment-Pilot - C
Environmental issues-Physical environment-Object/animal/substance-Tree(s)-Contributed to outcome

Pilot Information

Certificate:	Private	Age:	57
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	400 hours (Total, all aircraft), 100 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	PIPER	Registration:	N2539K
Model/Series:	PA-38-112	Engines:	1 Reciprocating
Operator:	VELAZQUEZ RAMON L	Engine Manufacturer:	LYCOMING
Air Carrier Operating Certificate:	None	Engine Model/Series:	0-235 SERIES
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Observation Facility, Elevation:	JSJ, 9 ft msl	Weather Information Source:	Weather Observation Facility
Conditions at Accident Site:	Visual Conditions	Lowest Ceiling:	None
Condition of Light:	Day	Wind Speed/Gusts, Direction:	6 knots, 90°
Temperature:	27° C / 23° C	Visibility	10 Miles
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Patillas, PR (X64)	Destination:	Ceiba, PR (JRV)

Airport Information

Airport:	Patillas Airport (X64)	Runway Surface Type:	Asphalt
Runway Used:	10	Runway Surface Condition:	Unknown
Runway Length/Width:	2000 ft / 50 ft		

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

Administrative Information

Investigator In Charge (IIC):	Paul R Cox	Adopted Date:	05/06/2010
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
Investigation Docket:	http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=75127		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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