



National Transportation Safety Board Aviation Accident Data Summary

Location:	Dover, AR	Accident Number:	CEN10CA361
Date & Time:	06/02/2010, 1645 CDT	Registration:	N7686K
Aircraft:	PIPER PA-20	Injuries:	1 Serious, 1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

According to a written statement provided by the pilot to a Federal Aviation Administration (FAA) inspector, the airplane hit a deer during the takeoff roll from a private grass strip. The airplane was unable to clear the trees at the end of the runway, impacted the tree tops, and came to rest on the far side of the trees. Both main landing gear were spread out and the propeller was bent. An examination of the airframe and its systems, conducted by the FAA, revealed minor damage and no mechanical anomalies. The pilot confirmed that there were no mechanical anomalies with the airplane. On June 30, 2010, the Safety Board was notified, by the passenger, that he had sustained serious injuries during the accident. The passenger also elaborated that the airplane had not impacted a deer; however, the airplane had an "extremely long" takeoff roll and had impacted the tree tops at the departure end of the runway prior to impacting the ground. The pilot did not submit the Pilot Operator Aircraft Accident/Incident Report form 6120.1/2, as requested multiple times by the Safety Board.

Flight Events

Takeoff - Collision with terr/obj (non-CFIT)

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to maintain clearance from the trees during takeoff.

Findings

Personnel issues-Task performance-Use of equip/info-Aircraft control-Pilot - C

Pilot Information

Certificate:	Commercial	Age:	60
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	3100 hours (Total, all aircraft), 120 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	PIPER	Registration:	N7686K
Model/Series:	PA-20	Engines:	1 Reciprocating
Operator:	On file	Engine Manufacturer:	Lycoming
Air Carrier Operating Certificate:	None	Engine Model/Series:	O-290
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Observation Facility, Elevation:	KRUE, 404 ft msl	Weather Information Source:	Weather Observation Facility
Conditions at Accident Site:	Visual Conditions	Lowest Ceiling:	
Condition of Light:	Day	Wind Speed/Gusts, Direction:	3 knots, 190°
Temperature:	33°C / 21°C	Visibility	10 Miles
Precipitation and Obscuration:			
Departure Point:	Dover, AR (AR89)	Destination:	Dover, AR (AR89)

Airport Information

Airport:	Landers Loop - Dover, Arkansas (AR89)	Runway Surface Type:	Grass/turf
Runway Used:	20	Runway Surface Condition:	
Runway Length/Width:	2100 ft / 100 ft		

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Minor
Passenger Injuries:	1 Serious	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None

Administrative Information

Investigator In Charge (IIC):	Jennifer Rodi	Adopted Date:	12/20/2010
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=76485		

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.

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.