



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	Crescent City, FL	<b>Accident Number:</b>	ERA14CA061
<b>Date &amp; Time:</b>	12/03/2013, 0937 EST	<b>Registration:</b>	N71DF
<b>Aircraft:</b>	AERO COMMANDER 680E	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Loss of control on ground	<b>Injuries:</b>	4 Minor
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

The pilot reported that the airplane "hesitated" during the takeoff roll due to the added weight of the passengers on board and the grass surface of the departure airstrip. He said he then added "extra" engine power at rotation, and that the left engine accelerated more quickly than the right, which resulted in an adverse yaw to the right and collision with trees along the right side of the runway. The subsequent collision with trees and terrain resulted in substantial damage to the airframe. According to the pilot, there were no mechanical deficiencies with the airplane that would have prevented normal operation.

## Probable Cause and Findings

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

## Findings

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<b>Aircraft</b>	Directional control - Not attained/maintained (Cause)
<b>Personnel issues</b>	Aircraft control - Pilot (Cause)
<b>Environmental issues</b>	Tree(s) - Contributed to outcome

## Factual Information

### History of Flight

Takeoff	Loss of control on ground (Defining event) Collision with terr/obj (non-CFIT)
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### Pilot Information

Certificate:	Private	Age:	67
Airplane Rating(s):	Multi-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 1 With Waivers/Limitations	Last Medical Exam:	10/25/2010
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	15000 hours (Total, all aircraft), 100 hours (Total, this make and model)		

### Aircraft and Owner/Operator Information

Aircraft Manufacturer:	AERO COMMANDER	Registration:	N71DF
Model/Series:	680E	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	680E-672-12
Landing Gear Type:	Retractable - Tricycle	Seats:	
Date/Type of Last Inspection:	05/10/2001, Annual	Certified Max Gross Wt.:	7000 lbs
Time Since Last Inspection:	60 Hours	Engines:	2 Reciprocating
Airframe Total Time:	8400 Hours	Engine Manufacturer:	Lycoming
ELT:	Not installed	Engine Model/Series:	IGSO-480
Registered Owner:	On file	Rated Power:	
Operator:	On file	Air Carrier Operating Certificate:	None

## Meteorological Information and Flight Plan

Observation Facility, Elevation:	XFL, 33 ft msl	Observation Time:	
Distance from Accident Site:	20 Nautical Miles	Condition of Light:	Day
Direction from Accident Site:	90°	Conditions at Accident Site:	Visual Conditions
Lowest Cloud Condition:	Clear	Temperature/Dew Point:	13°C / 13°C
Lowest Ceiling:	None	Visibility	4 Miles
Wind Speed/Gusts, Direction:	3 knots, 210°	Visibility (RVR):	
Altimeter Setting:	29.98 inches Hg	Visibility (RVV):	
Precipitation and Obscuration:			
Departure Point:	Crescent City, FL (28FL)	Type of Flight Plan Filed:	None
Destination:	Palatka, FL (28J)	Type of Clearance:	None
Departure Time:	EST	Type of Airspace:	Class G

## Airport Information

Airport:	JIM FINLAY FARM (28FL)	Runway Surface Type:	Grass/turf
Airport Elevation:	40 ft	Runway Surface Condition:	Dry
Runway Used:	36	IFR Approach:	None
Runway Length/Width:	2400 ft / 100 ft	VFR Approach/Landing:	None

## Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	3 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	4 Minor		

## Administrative Information

Investigator In Charge (IIC):	Brian C Rayner	Adopted Date:	04/01/2014
Additional Participating Persons:			
Publish Date:	07/08/2015		
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
Investigation Docket:	<a href="http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=88508">http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=88508</a>		

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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.