



Aviation Investigation Factual Report

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|--------------------------------|--|-------------------------|-------------|
| Location: | Pantego, North Carolina | Accident Number: | GAA16CA183 |
| Date & Time: | April 9, 2016, 15:30 Local | Registration: | N5069Z |
| Aircraft: | Piper PA22 | Aircraft Damage: | Substantial |
| Defining Event: | Loss of control on ground | Injuries: | 1 Minor |
| Flight Conducted Under: | Part 91: General aviation - Aerial observation | | |

Pilot Information

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|----------------------------------|--|--|-----------------|
| Certificate: | Commercial; Flight instructor | Age: | 69,Male |
| Airplane Rating(s): | Single-engine land; Multi-engine land | Seat Occupied: | Left |
| Other Aircraft Rating(s): | None | Restraint Used: | Lap only |
| Instrument Rating(s): | Airplane | Second Pilot Present: | No |
| Instructor Rating(s): | Airplane single-engine | Toxicology Performed: | No |
| Medical Certification: | Class 2 With waivers/limitations | Last FAA Medical Exam: | January 4, 2016 |
| Occupational Pilot: | No | Last Flight Review or Equivalent: | July 18, 2015 |
| Flight Time: | (Estimated) 6481 hours (Total, all aircraft), 480 hours (Total, this make and model), 6432 hours (Pilot In Command, all aircraft), 47 hours (Last 90 days, all aircraft), 42 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft) | | |

Aircraft and Owner/Operator Information

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|--------------------------------------|----------------------------------|---------------------------------------|-----------------|
| Aircraft Make: | Piper | Registration: | N5069Z |
| Model/Series: | PA22 108 | Aircraft Category: | Airplane |
| Year of Manufacture: | 1961 | Amateur Built: | |
| Airworthiness Certificate: | Normal | Serial Number: | 22-8697 |
| Landing Gear Type: | Tricycle | Seats: | 2 |
| Date/Type of Last Inspection: | May 12, 2015 Annual | Certified Max Gross Wt.: | 1650 lbs |
| Time Since Last Inspection: | | Engines: | 1 Reciprocating |
| Airframe Total Time: | 3988.8 Hrs as of last inspection | Engine Manufacturer: | Lycoming |
| ELT: | C91 installed, not activated | Engine Model/Series: | O-235-CIB |
| Registered Owner: | MALVIN R. RESPESS | Rated Power: | 108 Horsepower |
| Operator: | MALVIN R. RESPESS | Operating Certificate(s) Held: | None |

Meteorological Information and Flight Plan

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|---|----------------------------------|---|-------------------|
| Conditions at Accident Site: | Visual (VMC) | Condition of Light: | Day |
| Observation Facility, Elevation: | KOCW,38 ft msl | Distance from Accident Site: | 15 Nautical Miles |
| Observation Time: | 19:30 Local | Direction from Accident Site: | 255° |
| Lowest Cloud Condition: | Clear | Visibility | 10 miles |
| Lowest Ceiling: | None | Visibility (RVR): | |
| Wind Speed/Gusts: | 15 knots / 25 knots | Turbulence Type Forecast/Actual: | / None |
| Wind Direction: | 290° | Turbulence Severity Forecast/Actual: | / N/A |
| Altimeter Setting: | 29.9 inches Hg | Temperature/Dew Point: | 12°C / -8°C |
| Precipitation and Obscuration: | No Obscuration; No Precipitation | | |
| Departure Point: | Pantego, NC | Type of Flight Plan Filed: | None |
| Destination: | Pantego, NC | Type of Clearance: | None |
| Departure Time: | 15:30 Local | Type of Airspace: | Class G |

Wreckage and Impact Information

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|----------------------------|---------|-----------------------------|--------------------------|
| Crew Injuries: | 1 Minor | Aircraft Damage: | Substantial |
| Passenger Injuries: | | Aircraft Fire: | None |
| Ground Injuries: | N/A | Aircraft Explosion: | None |
| Total Injuries: | 1 Minor | Latitude, Longitude: | 35.634445,-76.75389(est) |

Administrative Information

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| Investigator In Charge (IIC): | Hodges, Michael |
| Additional Participating Persons: | Duane R Burns ; FAA Greensboro FSDO; Greensboro, NC |
| Report Date: | May 4, 2016 |
| Last Revision Date: | |
| Investigation Class: | Class |
| Note: | This accident report documents the factual circumstances of this accident as described to the NTSB. |
| Investigation Docket: | https://data.nts.gov/Docket?ProjectID=92986 |

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).