



# Aviation Investigation Final Report

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<b>Location:</b>	Afton, Wyoming	<b>Accident Number:</b>	ANC24LA035
<b>Date &amp; Time:</b>	May 16, 2024, 20:38 Local	<b>Registration:</b>	N9998D
<b>Aircraft:</b>	Piper PA-22-150	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Loss of control on ground	<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

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## Analysis

The commercial pilot, seated in the right seat, and the student pilot and airplane owner, seated in the left seat, reported that the purpose of the flight was a local flight in the student pilot's newly acquired airplane. Both pilots reported that they had just met for the first time just before the accident flight. The commercial pilot added that she was unaware that the airplane owner was only a student pilot.

The student pilot reported that, during takeoff, the commercial pilot applied full power, the airplane lifted off the runway momentarily, settled back onto the runway surface, then subsequently lost directional control of the airplane. The airplane departed the right side of the runway, struck two fences, and nosed over which resulted in substantial damage to the wings and wing struts.

The commercial pilot reported that, during takeoff roll, the student pilot was in control of the airplane. The commercial pilot stated that the student pilot held full power and brakes throughout the accident sequence.

Review of photos taken at the accident site show witness marks on the runway surface, adjacent taxiway, and grass consistent with the application of brakes throughout the accident sequence. The brakes are only operable from the left seat in the accident airplane.

The student pilot reported that, during a postaccident inspection of the airplane, he found that the elevator trim was set to the full nose-up position.

The commercial pilot and the student pilot reported that there were no preaccident mechanical failures or malfunctions with the airplane that would have precluded normal operation.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The commercial pilot's failure to maintain directional control of the airplane during takeoff. Contributing was the student pilot's application of brakes during the takeoff roll and the failure of both pilots to maintain a positive transfer of controls.

### Findings

<b>Personnel issues</b>	Aircraft control - Pilot
<b>Aircraft</b>	Directional control - Not attained/maintained
<b>Personnel issues</b>	CRM/MRM techniques - Flight crew

## Factual Information

### History of Flight

<b>Takeoff</b>	Loss of control on ground (Defining event)
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### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	33,Female
<b>Airplane Rating(s):</b>	Single-engine land; Single-engine sea; Multi-engine land; Multi-engine sea	<b>Seat Occupied:</b>	Right
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Unknown
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>	Class 1 With waivers/limitations	<b>Last FAA Medical Exam:</b>	April 1, 2022
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	4500 hours (Total, all aircraft), 400 hours (Total, this make and model), 75 hours (Last 90 days, all aircraft), 40 hours (Last 30 days, all aircraft)		

### Student pilot Information

<b>Certificate:</b>	Student	<b>Age:</b>	21,Male
<b>Airplane Rating(s):</b>	None	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Unknown
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>	None None	<b>Last FAA Medical Exam:</b>	
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	July 19, 2022
<b>Flight Time:</b>	(Estimated) 48 hours (Total, all aircraft), 0 hours (Total, this make and model)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Piper	<b>Registration:</b>	N9998D
<b>Model/Series:</b>	PA-22-150	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	22-6791
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	June 8, 2023 Annual	<b>Certified Max Gross Wt.:</b>	2000 lbs
<b>Time Since Last Inspection:</b>	20 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	3381.52 Hrs as of last inspection	<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	Installed	<b>Engine Model/Series:</b>	O-320
<b>Registered Owner:</b>	On file	<b>Rated Power:</b>	150 Horsepower
<b>Operator:</b>	On file	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	AFO,6221 ft msl	<b>Distance from Accident Site:</b>	0 Nautical Miles
<b>Observation Time:</b>	20:35 Local	<b>Direction from Accident Site:</b>	3°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	/	<b>Turbulence Type Forecast/Actual:</b>	None / None
<b>Wind Direction:</b>		<b>Turbulence Severity Forecast/Actual:</b>	N/A / N/A
<b>Altimeter Setting:</b>	29.93 inches Hg	<b>Temperature/Dew Point:</b>	0°C / 0°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Afton, WY	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Afton, WY	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>		<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	Afton Municipal AFO	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	6221 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	34	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	7025 ft / 75 ft	<b>VFR Approach/Landing:</b>	None

## Wreckage and Impact Information

<b>Crew Injuries:</b>	2 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	N/A	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>		<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 None	<b>Latitude, Longitude:</b>	42.71378,-110.94049

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Rasmussen, Mitchell
<b>Additional Participating Persons:</b>	Felix Mendoza; FAA - Denver FSDO
<b>Original Publish Date:</b>	March 13, 2025
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class 4</a>
<b>Note:</b>	The NTSB did not travel to the scene of this accident.
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=194300">https://data.ntsb.gov/Docket?ProjectID=194300</a>

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](#).