



Aviation Investigation Final Report

Location:	McCall, Idaho	Accident Number:	SEA05CA186
Date & Time:	September 5, 2005, 17:00 Local	Registration:	N8276C
Aircraft:	Piper PA-22 (20)	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

In a written statement the pilot reported that the airplane's takeoff acceleration was normal and that immediately after takeoff he lowered the airplane's nose and accelerated to best angle of climb while in ground effect. The pilot reported that after reaching best angle he began to climb; however, the airplane's airspeed rapidly decayed. The pilot reported that he lowered the airplane's nose, in response to the loss of airspeed, and turned the aircraft towards the crosswind and lowering terrain. After turning toward lowering terrain the pilot reported that he "landed on ground but hit wire fence." After colliding with the fence, the airplane nosed over resulting in substantial damage. The 1650 METAR observation at McCall, reported weather conditions, in part, as: winds from 260 degrees at 7 knots; visibility 10 statute miles; temperature 22 degrees Celsius; barometric pressure (altimeter) 30.14 inches. The McCall Airport is located in mountainous terrain. The airport elevation is 5,021 feet above mean sea level. The single hard surface runway (16/34) is 6,107 feet long and 75 feet wide.

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 airspeed during takeoff. A wire fence was a factor in the accident.

Findings

Occurrence #1: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: EMERGENCY LANDING

Findings

1. (F) OBJECT - FENCE
2. (C) AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND

Factual Information

On September 5, 2005, about 1700 mountain daylight time, a tail wheel equipped Piper PA-22 (20), N8276C, sustained substantial damage after colliding with a fence shortly after takeoff from the McCall Municipal Airport, McCall, Idaho. The airplane is registered to the pilot, and was being operated as a visual flight rules (VFR) cross-county flight under the provisions of 14 CFR Part 91, when the accident occurred. The commercial pilot and passenger were not injured. Visual meteorological conditions prevailed and no flight plan was filed for the flight. The planned destination was Boise, Idaho.

In a written statement, dated September 6, the pilot reported that the airplane's takeoff acceleration was normal and that immediately after takeoff he lowered the airplane's nose and accelerated to best angle of climb while in ground effect. The pilot reported that after reaching best angle he began to climb, however the airplane's airspeed rapidly decayed. The pilot reported that he lowered the airplane's nose, in response to the loss of airspeed, and turned the aircraft towards the crosswind and lowering terrain. After turning toward lowering terrain the pilot reported that he "landed on ground but hit wire fence." After colliding with the fence, the airplane nosed over resulting in substantial damage.

The 1650 METAR observation at McCall, reported weather conditions, in part, as: winds from 260 degrees at 7 knots; visibility 10 statute miles; temperature 22 degrees Celsius; barometric pressure (altimeter) 30.14 inches.

The pilot reported the following pre takeoff weights:

Pilot:	180 pounds
Passenger:	140 pounds
Dog:	80 pounds
Baggage:	40 pounds
Fuel:	108 pounds (approximately)

The McCall Airport is located in mountainous terrain. The airport elevation is 5,021 feet above mean sea level. The single hard surface runway (16/34) is 6,107 feet long and 75 feet wide.

Pilot Information

Certificate:	Commercial	Age:	55, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	
Other Aircraft Rating(s):	Glider	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 3	Last FAA Medical Exam:	March 1, 2004
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	2226 hours (Total, all aircraft), 180 hours (Total, this make and model), 48 hours (Last 90 days, all aircraft), 20 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N8276C
Model/Series:	PA-22 (20)	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	22-2352
Landing Gear Type:	Tricycle	Seats:	
Date/Type of Last Inspection:		Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Lycoming
ELT:		Engine Model/Series:	O-290
Registered Owner:	Michael S. Weiss	Rated Power:	
Operator:	Michael S. Weiss	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:		Visibility	
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:			
Departure Point:	McCall , ID (MYL)	Type of Flight Plan Filed:	None
Destination:	BOISE, ID (BOI)	Type of Clearance:	None
Departure Time:		Type of Airspace:	

Airport Information

Airport:	MC CALL MYL	Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	16	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	
Total Injuries:	2 None	Latitude, Longitude:	44.88972,-116.101387

Administrative Information

Investigator In Charge (IIC): Hogenson, Dennis

Additional Participating Persons:

Original Publish Date: December 20, 2005

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=62395>

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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](#).