



Aviation Investigation Final Report

Location:	Ontario, Oregon	Accident Number:	SEA07CA057
Date & Time:	February 4, 2007, 14:35 Local	Registration:	N9670T
Aircraft:	Piper PA-38-112	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The aircraft descended into a reservoir off the departure end of the runway during the takeoff initial climb. The pilot held the control yoke in the full aft position during the entire takeoff roll. Due to the position of the control yoke, the aircraft used considerably more runway than it would have if the yoke had been in the near-neutral position. After lifting off approximately 1,600 feet down the 1,840 foot runway, the aircraft traveled about 300 more feet before settling into a reservoir that was just off the departure end of the runway. There was no report of any engine or flight control problem.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to obtain and maintain an airspeed above Vs after lifting off of a remote gravel airstrip. Factors include the pilot's failure to correctly understand the procedure to use for a soft-field takeoff.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (C) AIRSPEED(VS) - NOT OBTAINED/MAINTAINED - PILOT IN COMMAND
2. (F) SOFT FIELD TAKEOFF/PROCEDURE - NOT UNDERSTOOD - PILOT IN COMMAND

3. STALL/MUSH - ENCOUNTERED - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Findings

4. TERRAIN CONDITION - WATER

Factual Information

During a takeoff from a remote airstrip of hard-packed gravel, the pilot held the control yoke in the full aft position during the entire takeoff roll. Due to the position of the control yoke, the aircraft used considerably more runway than it would have if the yoke had been in the near-neutral position. After lifting off approximately 1,600 feet down the 1,840 foot runway, the aircraft traveled about 300 more feet before settling into a reservoir that was just off the departure end of the runway. In the Operators Safety Recommendation section of the NTSB Form 6120.1/2, the pilot wrote "Better takeoff technique." There was no report of any engine or flight control problem.

Pilot Information

Certificate:	Private	Age:	58, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 3	Last FAA Medical Exam:	December 1, 2005
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	90 hours (Total, all aircraft), 90 hours (Total, this make and model), 12 hours (Last 90 days, all aircraft), 2 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N9670T
Model/Series:	PA-38-112	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	78A0154
Landing Gear Type:	Tricycle	Seats:	
Date/Type of Last Inspection:		Certified Max Gross Wt.:	1670 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Lycoming
ELT:		Engine Model/Series:	O-235-L2C
Registered Owner:	William O. Dodd Jr.	Rated Power:	
Operator:		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:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	6°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Ontario, OR (28U)	Type of Flight Plan Filed:	None
Destination:	Caldwell, ID (KEUL)	Type of Clearance:	None
Departure Time:		Type of Airspace:	

Airport Information

Airport:	Owyhee Reservoir State 28U	Runway Surface Type:	Dirt
Airport Elevation:	2680 ft msl	Runway Surface Condition:	Dry
Runway Used:	12	IFR Approach:	None
Runway Length/Width:	1840 ft / 30 ft	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:	43.425556,-117.34333

Administrative Information

Investigator In Charge (IIC): Anderson, Orrin

Additional Participating Persons:

Original Publish Date: April 25, 2007

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=65237>

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](#).