



# Aviation Investigation Final Report

---

<b>Location:</b>	Chiloquin, Oregon	<b>Accident Number:</b>	SEA07CA122
<b>Date &amp; Time:</b>	May 4, 2007, 15:55 Local	<b>Registration:</b>	N1394C
<b>Aircraft:</b>	Piper PA-22	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 Serious, 2 Minor, 1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

---

## Analysis

The private pilot reported that shortly after takeoff from runway 35, "the plane settled and would not climb. I believe we were in a downdraft. Thinking we could not clear rising terrain ahead, I turned into the wind." The pilot stated that after turning into the wind the airplane climbed better, but he still felt as if the airplane was in a downdraft. After maneuvering the airplane, the pilot acknowledged that the airplane was going to contact the ground and pulled the yoke full aft "to land uphill." The airplane contacted the ground, encountered heavy brush, and nosed-over resulting in substantial damage. The pilot did not report any pre-accident mechanical anomalies. The pilot reported that the airplane's gross weight at takeoff was 1,989 pounds. He reported that the airplane's maximum gross takeoff weight was 2,000 pounds. The winds were from 320 degrees magnetic at 10 knots, gusting to 15 knots. The temperature was 50 degrees F and the airport elevation was 4,217 feet above mean sea level (msl).

## 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 aircraft control during takeoff and initial climb. High vegetation was a factor.

## Findings

---

Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: TAKEOFF - INITIAL CLIMB

### Findings

1. (F) TERRAIN CONDITION - HIGH VEGETATION
2. (C) AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND

-----

Occurrence #2: NOSE OVER

Phase of Operation: OTHER

## Factual Information

The private pilot reported that shortly after takeoff from runway 35, "the plane settled and would not climb. I believe we were in a downdraft. Thinking we could not clear rising terrain ahead, I turned into the wind." The pilot stated that after turning into the wind the airplane climbed better, but he still felt as if the airplane was in a downdraft. After maneuvering the airplane, the pilot acknowledged that the airplane was going to contact the ground and pulled the yoke full aft "to land uphill." The airplane contacted the ground, encountered heavy brush, and nosed-over resulting in substantial damage. The pilot did not report any pre-accident mechanical anomalies.

At the time of the accident the airplane contained approximately 27 gallons of fuel (100LL). The pilot reported that the airplane's gross weight at takeoff was 1,989 pounds. He reported that the airplane's maximum gross takeoff weight was 2,000 pounds.

The pilot reported that the winds were from 320 degrees magnetic at 10 knots, gusting to 15 knots. He reported a temperature of 50 degrees F.

The published airport elevation for Chiloquin State is 4,217 feet above mean sea level (msl).

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	64, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>		<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3	<b>Last FAA Medical Exam:</b>	July 1, 2005
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	1160 hours (Total, all aircraft), 879 hours (Total, this make and model), 18 hours (Last 90 days, all aircraft), 11 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Piper	<b>Registration:</b>	N1394C
<b>Model/Series:</b>	PA-22	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	22-1149
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>		<b>Certified Max Gross Wt.:</b>	2000 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	O-320-A1A
<b>Registered Owner:</b>	Ronald E. Gullickson	<b>Rated Power:</b>	150 Horsepower
<b>Operator:</b>		<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>		<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>		<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>		<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	Broken	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	10 knots / 15 knots	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	320°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>		<b>Temperature/Dew Point:</b>	10°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Chiloquin, OR (2S7)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	CHILOQUIN, OR (2S7)	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>		<b>Type of Airspace:</b>	

## Airport Information

<b>Airport:</b>	CHILOQUIN STATE 2S7	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>		<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	35	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	3735 ft / 60 ft	<b>VFR Approach/Landing:</b>	None

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 Serious, 2 Minor	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 Serious, 2 Minor, 1 None	<b>Latitude, Longitude:</b>	42.566665,-121.866668

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Hogenson, Dennis
<b>Additional Participating Persons:</b>	Jack Swenson
<b>Original Publish Date:</b>	July 25, 2007
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	This accident report documents the factual circumstances of this accident as described to the NTSB.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=65711">https://data.nts.gov/Docket?ProjectID=65711</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](#).