



Aviation Investigation Final Report

Location:	Stoney River, Alaska	Accident Number:	ANC07CA052
Date & Time:	June 22, 2007, 17:00 Local	Registration:	N7624M
Aircraft:	Cessna 175	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The solo private certificated pilot was departing on a visual flight rules (VFR) personal cross-country flight under Title 14, CFR Part 91, when the accident occurred. In a written statement the pilot wrote that he was taking off from a private gravel airstrip in moderate rain showers. He indicated that during takeoff-initial climb, the airplane's right wing encountered a tree, and the airplane nosed in. He reported that the airplane sustained damage to the right wing and fuselage, and that the landing gear and engine separated from the airplane. In his report, he noted that there were no preaccident mechanical problems with the airplane, and that he should have waited for the rain to subside, and widened that end of the runway. Do to the remote location, the airplane was not examined by the NTSB.

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 altitude/clearance during takeoff-initial climb, which resulted in the airplane colliding with a tree, and an uncontrolled descent.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. OBJECT - TREE(S)
2. (C) ALTITUDE/CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: TAKEOFF - INITIAL CLIMB

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

Findings

3. TERRAIN CONDITION - GROUND

Factual Information

The solo private certificated pilot was departing on a visual flight rules (VFR) personal cross-country flight under Title 14, CFR Part 91, when the accident occurred. In a written statement the pilot wrote that he was taking off from a private gravel airstrip in moderate rain showers. He indicated that during takeoff-initial climb, the airplane's right wing encountered a tree, and the airplane nosed in. He reported that the airplane sustained damage to the right wing and fuselage, and that the landing gear and engine separated from the airplane. In his report, he noted that there were no preaccident mechanical problems with the airplane, and that he should have waited for the rain to subside, and widened that end of the runway. Do to the remote location, the airplane was not examined by the NTSB.

Pilot Information

Certificate:	Private	Age:	67, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	None	Last FAA Medical Exam:	
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	2100 hours (Total, all aircraft), 900 hours (Total, this make and model), 4 hours (Last 90 days, all aircraft), 4 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N7624M
Model/Series:	175	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	55924
Landing Gear Type:	Tricycle	Seats:	
Date/Type of Last Inspection:	July 1, 2005 Annual	Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	3100 Hrs as of last inspection	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	O-360
Registered Owner:	Max Cole	Rated Power:	180 Horsepower
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:	Overcast / 2000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	300°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	7°C
Precipitation and Obscuration:	Moderate - Showers - Rain		
Departure Point:	Stoney River, AK	Type of Flight Plan Filed:	None
Destination:	Fairbanks, AK (FAI)	Type of Clearance:	None
Departure Time:	17:00 Local	Type of Airspace:	

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	61.210266,-149.249526(est)

Administrative Information

Investigator In Charge (IIC):	Lewis, Lawrence
Additional Participating Persons:	Anchorage FSDO-03
Original Publish Date:	September 27, 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=66202

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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](#).