



Aviation Investigation Final Report

Location:	Polacca, Arizona	Accident Number:	WPR09CA285
Date & Time:	June 12, 2009, 07:40 Local	Registration:	N7979T
Aircraft:	Cessna 175A	Aircraft Damage:	Substantial
Defining Event:	Collision during takeoff/land	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

After making a precautionary landing on a two-lane highway and adding oil to the airplane’s engine, the pilot attempted to take off from the highway. The local police provided vehicle traffic control and blocked off the amount of highway the pilot estimated that he would need for the takeoff. According to the pilot’s report, he was reaching takeoff speed when he realized that he would not be airborne in time to clear a police vehicle. He altered his takeoff ground roll to the right in an attempt to avoid the vehicle. The right wing of the airplane impacted a highway sign, and the airplane continued off the highway to the right and down an embankment. It nosed over and came to rest inverted, resulting in structural damage to the wings and the vertical stabilizer. The pilot reported that there were no mechanical anomalies with the airplane or its engine during the takeoff attempt.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot’s failure to adequately estimate the required distance to avoid obstructions while taking off from a road.

Findings

Aircraft	Takeoff distance - Not attained/maintained
Personnel issues	Decision making/judgment - Pilot

Factual Information

History of Flight

Takeoff	Collision during takeoff/land (Defining event)
Takeoff	Nose over/nose down

Pilot Information

Certificate:	Private	Age:	61, 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:	Class 3 With waivers/limitations	Last FAA Medical Exam:	November 17, 2008
Occupational Pilot:	No	Last Flight Review or Equivalent:	October 24, 2008
Flight Time:	460 hours (Total, all aircraft), 48 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N7979T
Model/Series:	175A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	56679
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	September 15, 2008 Annual	Certified Max Gross Wt.:	2550 lbs
Time Since Last Inspection:	51 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2387 Hrs at time of accident	Engine Manufacturer:	CONT MOTOR
ELT:	Installed, not activated	Engine Model/Series:	GO-300 SERIES
Registered Owner:	KNOWLES CAROLE M	Rated Power:	175 Horsepower
Operator:	James H. Ivy III	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:	18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Seligman, AZ (P23)	Type of Flight Plan Filed:	None
Destination:	Taos, NM (KSKX)	Type of Clearance:	None
Departure Time:	04:35 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:	35.796943,-110.462776(est)

Administrative Information

Investigator In Charge (IIC):	Struhsaker, James
Additional Participating Persons:	Michael G Moyer; Federal Aviation Administration; Scottsdale, AZ
Original Publish Date:	September 10, 2009
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=74030

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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](#).