



Aviation Investigation Final Report

Location:	Talkeetna, Alaska	Accident Number:	ANC09CA095
Date & Time:	September 3, 2009, 14:30 Local	Registration:	N9985D
Aircraft:	Piper PA-22-160	Aircraft Damage:	Substantial
Defining Event:	Collision with terr/obj (non-CFIT)	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The private pilot was taking off from a sand and gravel-covered off-airport site, on a Title 14, CFR Part 91 personal flight. He reported that during the takeoff roll the airplane did not become airborne before reaching the end of the site, and the main wheels struck a pool of water at the departure end. The airplane subsequently nosed over resulting in substantial damage to the wings and fuselage. The pilot said there were no preaccident mechanical problems with the airplane, and noted in his report to the NTSB that it was a poor decision to land at the off-airport site.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's selection of an unsuitable landing/takeoff area, resulting in a nose over during takeoff.

Findings

Personnel issues	Decision making/judgment - Pilot
Environmental issues	Wet surface - Contributed to outcome
Aircraft	Takeoff distance - Capability exceeded

Factual Information

History of Flight

Takeoff	Collision with terr/obj (non-CFIT) (Defining event)
Takeoff	Nose over/nose down

Pilot Information

Certificate:	Private	Age:	46, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Without waivers/limitations	Last FAA Medical Exam:	November 21, 2008
Occupational Pilot:	No	Last Flight Review or Equivalent:	July 29, 2009
Flight Time:	99 hours (Total, all aircraft), 99 hours (Total, this make and model), 72 hours (Pilot In Command, all aircraft), 49 hours (Last 90 days, all aircraft), 19 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N9985D
Model/Series:	PA-22-160	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	22-6777
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	November 20, 2008 Annual	Certified Max Gross Wt.:	
Time Since Last Inspection:	99 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	3141 Hrs as of last inspection	Engine Manufacturer:	LYCOMING
ELT:	C91A installed, not activated	Engine Model/Series:	O-320 SERIES
Registered Owner:	KEVIN E. VANDEGRIFF	Rated Power:	160 Horsepower
Operator:	KEVIN E. VANDEGRIFF	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:	Talkeetna, AK	Type of Flight Plan Filed:	None
Destination:	Chugiak, AK (BCV)	Type of Clearance:	None
Departure Time:	14:30 Local	Type of Airspace:	

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	62.433334,-151.149993(est)

Administrative Information

Investigator In Charge (IIC):	Johnson, Clinton
Additional Participating Persons:	Roger G Brown; Federal Aviation Administration (Operations); Anchorage, AK
Original Publish Date:	December 29, 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=74704

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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](#).