



# Aviation Investigation Final Report

<b>Location:</b>	Quincy, Washington	<b>Accident Number:</b>	GAA15CA139
<b>Date &amp; Time:</b>	June 26, 2015, 07:00 Local	<b>Registration:</b>	N70WG
<b>Aircraft:</b>	RANDALL W GRANDPRE CH-701 ZENITH	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Collision during takeoff/land	<b>Injuries:</b>	2 Minor, 1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The pilot reported that during the takeoff roll on a gravel road, he failed to see a low hanging tree branch that the airplane collided with. The airplane veered off the road to the left and impacted an embankment that bordered the road. The airplane sustained substantial damage to the right side of the fuselage.

The pilot reported that there were no mechanical malfunctions or failures with the airplane that would have precluded normal operation.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's inadequate selection of a take-off area, resulting in a collision with obstacles and a loss of directional control.

## Findings

<b>Personnel issues</b>	Decision making/judgment - Pilot
<b>Environmental issues</b>	Debris/dirt/foreign object - Contributed to outcome

## Factual Information

### History of Flight

Takeoff	Collision during takeoff/land (Defining event)
Takeoff	Loss of control on ground
Takeoff	Collision with terr/obj (non-CFIT)

### Pilot Information

Certificate:	Private; Sport Pilot	Age:	67
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Sport pilot None	Last FAA Medical Exam:	June 11, 2013
Occupational Pilot:	No	Last Flight Review or Equivalent:	September 26, 2014
Flight Time:	(Estimated) 500 hours (Total, all aircraft), 312 hours (Total, this make and model), 450 hours (Pilot In Command, all aircraft), 49 hours (Last 90 days, all aircraft), 24 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

### Passenger Information

Certificate:		Age:	
Airplane Rating(s):		Seat Occupied:	Right
Other Aircraft Rating(s):		Restraint Used:	3-point
Instrument Rating(s):		Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:		Last FAA Medical Exam:	
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:			

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	RANDALL W GRANDPRE	<b>Registration:</b>	N70WG
<b>Model/Series:</b>	CH-701 ZENITH NO SERIES	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	2012	<b>Amateur Built:</b>	Yes
<b>Airworthiness Certificate:</b>	Experimental (Special)	<b>Serial Number:</b>	7-4823
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	February 18, 2015 Condition	<b>Certified Max Gross Wt.:</b>	1150 lbs
<b>Time Since Last Inspection:</b>	73 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	315 Hrs at time of accident	<b>Engine Manufacturer:</b>	Viking
<b>ELT:</b>	C91A installed, not activated	<b>Engine Model/Series:</b>	HF-110
<b>Registered Owner:</b>	GRANDPRE RANDALL W	<b>Rated Power:</b>	110 Horsepower
<b>Operator:</b>	GRANDPRE RANDALL W	<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>	KEPH, 1276 ft msl	<b>Distance from Accident Site:</b>	2 Nautical Miles
<b>Observation Time:</b>	12:53 Local	<b>Direction from Accident Site:</b>	90°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	3 knots / None	<b>Turbulence Type Forecast/Actual:</b>	/ None
<b>Wind Direction:</b>	360°	<b>Turbulence Severity Forecast/Actual:</b>	/ N/A
<b>Altimeter Setting:</b>	30.03 inches Hg	<b>Temperature/Dew Point:</b>	20°C / 9°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Quincy, WA	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	KELLOGG, ID (S83 )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	06:00 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	QUINCY MUNI 80T	<b>Runway Surface Type:</b>	Gravel
<b>Airport Elevation:</b>	1271 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>		<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>		<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 Minor	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	1 Minor	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 Minor, 1 None	<b>Latitude, Longitude:</b>	47.178333,-119.875(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Hicks, Michael
<b>Additional Participating Persons:</b>	Terrence Brewer; Federal Aviation Administration; Spokane, WA
<b>Original Publish Date:</b>	August 12, 2015
<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=91450">https://data.nts.gov/Docket?ProjectID=91450</a>

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