



National Transportation Safety Board Aviation Accident Final Report

Location:	Willow, AK	Accident Number:	ANC06LA087
Date & Time:	07/02/2006, 0645 AKD	Registration:	N9077M
Aircraft:	Kennedy Chinook Plus 2	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The private pilot was conducting the first test flight of the experimental amateur-built airplane under Title 14, CFR Part 91. The pilot said he elected to takeoff from a dirt road near his house. He reported that when he applied takeoff power the airplane climbed steeply, and he was unable to get the nose down. He said he reduced engine power, and mashed the airplane into the trees at the side of the road. The airplane received substantial damage to the wings and fuselage. An FAA aviation safety inspector who examined the airplane after the accident, said he did not discover any preaccident mechanical anomalies. In his report to the NTSB, the pilot wrote, in part: "I believe I did a departure stall by letting it fly too soon."

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 sufficient airspeed to avoid an aerodynamic stall during takeoff/initial climb, which resulted in an uncontrolled descent and collision with trees. A factor associated with the accident was an inadvertent stall.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (C) AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND
2. (F) STALL/MUSH - INADVERTENT - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: DESCENT - UNCONTROLLED

Findings

3. OBJECT - TREE(S)

Factual Information

On July 2, 2006, about 0645 Alaska daylight time, a Kennedy Chinook Plus 2 experimental amateur-built airplane, N9077M, sustained substantial damage when it impacted trees, following a loss of control during takeoff-initial climb, about 6 miles east of Willow, Alaska. The airplane was being operated by the pilot as a visual flight rules (VFR) flight under Title 14, CFR Part 91, when the accident occurred. The solo private pilot was not injured. Visual meteorological conditions prevailed, and no flight plan was filed.

During a telephone conversation with the National Transportation Safety Board (NTSB) investigator-in-charge (IIC) on July 13, the pilot stated he had just completed the amateur-built airplane, and elected to make the first test flight by taking off from a dirt roadway near his residence. He reported when he applied takeoff power the airplane climbed steeply, and he was unable to lower the nose. He said he reduced engine power, and the airplane settled into the trees alongside the roadway. He indicated the wings and fuselage received substantial damage during the landing.

On July 18, the IIC spoke with an FAA aviation safety inspector who examined the airplane after the accident. The inspector said he did not discover any preaccident mechanical anomalies with the airplane.

In a written statement dated July 16, contained in the NTSB Pilot/Operator Aircraft Accident Report, the pilot wrote that after takeoff he moved the stick forward to remain in ground effect, but could not get the tail to come up, and the airplane climbed steeply. He reported that his shoulder harness precluded him from being able to push the stick all the way forward. He noted that he reduced the throttle, and with full back stick, mashed the airplane into the trees at the side of the road. In the portion of the report titled: Recommendation (How Could This Accident Have Been Prevented), he wrote, in part: " I believe I did a departure stall by letting it fly too soon."

Pilot Information

Certificate:	Sport Pilot	Age:	52, Male
Airplane Rating(s):	Single-engine Land; Single-engine Sea	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Sport Pilot	Last Medical Exam:	
Occupational Pilot:		Last Flight Review or Equivalent:	06/01/2006
Flight Time:	225 hours (Total, all aircraft), 0 hours (Total, this make and model), 150 hours (Pilot In Command, all aircraft), 1 hours (Last 90 days, all aircraft), 1 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	Kennedy	Registration:	N9077M
Model/Series:	Chinook Plus 2	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Experimental	Serial Number:	02272XS
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	07/01/2006, Annual	Certified Max Gross Wt.:	1050 lbs
Time Since Last Inspection:	2 Hours	Engines:	1 Reciprocating
Airframe Total Time:	2 Hours	Engine Manufacturer:	Rotax
ELT:	Installed, not activated	Engine Model/Series:	912 UL
Registered Owner:	Rockne Kennedy	Rated Power:	80 hp
Operator:	Rockne Kennedy	Air Carrier Operating Certificate:	None

Meteorological Information and Flight Plan

Observation Facility, Elevation:		Observation Time:	
Distance from Accident Site:		Condition of Light:	Day
Direction from Accident Site:		Conditions at Accident Site:	Visual Conditions
Lowest Cloud Condition:	Clear	Temperature/Dew Point:	17° C
Lowest Ceiling:	None	Visibility	10 Miles
Wind Speed/Gusts, Direction:	Calm	Visibility (RVR):	
Altimeter Setting:		Visibility (RVV):	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Willow, AK	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	0700 ADT	Type of Airspace:	

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor		

Administrative Information

Investigator In Charge (IIC): Lawrence R Lewis **Adopted Date:** 01/31/2007

Additional Participating Persons: Hugh A Devlin; Anchorage, FSDO-03; Anchorage,

Publish Date:

Investigation Docket: NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinq@ntsb.gov, or at 800-877-6799. Dockets released after this date are available at <http://dms.nts.gov/pubdms/>.

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