



# National Transportation Safety Board Aviation Accident Data Summary

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

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## 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 mushed 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

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

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

### Findings

3. OBJECT - TREE(S)

## Pilot Information

<b>Certificate:</b>	Sport Pilot	<b>Age:</b>	52
<b>Airplane Rating(s):</b>	Single-engine Land; Single-engine Sea	<b>Instrument Rating(s):</b>	None
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	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

<b>Aircraft Make:</b>	Kennedy	<b>Registration:</b>	N9077M
<b>Model/Series:</b>	Chinook Plus 2	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	Rockne Kennedy	<b>Engine Manufacturer:</b>	Rotax
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	912 UL
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>		<b>Weather Information Source:</b>	Pilot
<b>Lowest Ceiling:</b>	None	<b>Wind Speed/Gusts, Direction:</b>	Calm / ,
<b>Temperature:</b>	17° C	<b>Visibility</b>	10 Miles
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Willow, AK	<b>Destination:</b>	

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Minor	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	N/A	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Latitude, Longitude:</b>	61.775278, -149.857222		

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Lawrence R Lewis	<b>Adopted Date:</b>	01/31/2007
<b>Investigation Docket:</b>	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 <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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