



Aviation Investigation Final Report

Location:	Lake Abert, Oregon	Accident Number:	WPR20LA324
Date & Time:	September 14, 2020, 19:30 Local	Registration:	N1220A
Aircraft:	Pilatus Aircraft PC-12/47E	Aircraft Damage:	Substantial
Defining Event:	Ground collision	Injuries:	3 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that, during the takeoff roll from a private dirt strip, the left wing was substantially damaged when it impacted a truck parked alongside of the runway. The pilot reported that it was dusk and he “just didn’t see the truck.” The pilot and two passengers were not injured. The pilot reported that there were no mechanical failures or malfunctions 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 failure to maintain clearance from an object during the takeoff ground roll due to inadequate monitoring of the environment.

Findings

Personnel issues	Monitoring environment - Pilot
Environmental issues	Ground vehicle - Not specified

Factual Information

History of Flight

Takeoff	Ground collision (Defining event)
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Pilot Information

Certificate:	Commercial; Private	Age:	70, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	Helicopter	Restraint Used:	3-point
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 2 Without waivers/limitations	Last FAA Medical Exam:	September 15, 2019
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	1 hours (Total, all aircraft), 1 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Pilatus Aircraft	Registration:	N1220A
Model/Series:	PC-12/47E	Aircraft Category:	Airplane
Year of Manufacture:	2015	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	1568
Landing Gear Type:	Retractable - Tricycle	Seats:	
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Turbo prop
Airframe Total Time:	1170 Hrs	Engine Manufacturer:	P&W Canada
ELT:	Installed	Engine Model/Series:	PT6A-67P
Registered Owner:	Rivers End Ranch LLC	Rated Power:	
Operator:	Rivers End Ranch LLC	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Dusk
Observation Facility, Elevation:	LKV,4734 ft msl	Distance from Accident Site:	32 Nautical Miles
Observation Time:	19:53 Local	Direction from Accident Site:	193°
Lowest Cloud Condition:	Clear	Visibility	7 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	110°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	30.15 inches Hg	Temperature/Dew Point:	17°C / 0°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Lake Abert, OR	Type of Flight Plan Filed:	
Destination:		Type of Clearance:	None
Departure Time:		Type of Airspace:	Unknown

Airport Information

Airport:	Private n/a	Runway Surface Type:	Dirt
Airport Elevation:	4800 ft msl	Runway Surface Condition:	Dry
Runway Used:	360	IFR Approach:	None
Runway Length/Width:	3000 ft / 100 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	2 None	Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	3 None	Latitude, Longitude:	42.661111,-120.22972(est)

Administrative Information

Investigator In Charge (IIC):	Link, Samantha
Additional Participating Persons:	Jon Bergstrom; Federal Aviation Administration; Hillsboro, OR
Original Publish Date:	July 15, 2021
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=102061

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).