



# Aviation Investigation Final Report

<b>Location:</b>	KALISPELL, Montana	<b>Accident Number:</b>	DEN83LA101
<b>Date &amp; Time:</b>	April 23, 1983, 17:00 Local	<b>Registration:</b>	N88075
<b>Aircraft:</b>	PIPER J3C65	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

WHILE MAKING AN APPROACH TO A FIELD ON A RANCH, THE ACFT HIT A POWER LINE ON SHORT FINAL AND CRASHED UPRIGHT IN THE FIELD. THE PILOT SAID HE DID NOT SEE THE WIRE ACROSS THE NORTH APPROACH TO THE FIELD.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

### Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

#### Findings

1. (F) OBJECT - WIRE, TRANSMISSION
2. (C) VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND

Occurrence #2: HARD LANDING  
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

## Factual Information

### Pilot Information

<b>Certificate:</b>	Airline transport; Flight instructor	<b>Age:</b>	41, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Front
<b>Other Aircraft Rating(s):</b>		<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	Airplane multi-engine; Airplane single-engine	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	June 18, 1982
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	3219 hours (Total, all aircraft), 150 hours (Total, this make and model), 3169 hours (Pilot In Command, all aircraft), 51 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	PIPER	<b>Registration:</b>	N88075
<b>Model/Series:</b>	J3C65 J3C65	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	15691
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	100 hour	<b>Certified Max Gross Wt.:</b>	1220 lbs
<b>Time Since Last Inspection:</b>	50 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	2075 Hrs	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Not installed	<b>Engine Model/Series:</b>	C-68
<b>Registered Owner:</b>	PETE A. CARSON	<b>Rated Power:</b>	65 Horsepower
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Dawn
<b>Observation Facility, Elevation:</b>		<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>		<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	15 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	/	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	0°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>		<b>Temperature/Dew Point:</b>	-18°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>		<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	16:50 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>		<b>Runway Surface Type:</b>	Grass/turf
<b>Airport Elevation:</b>	3000 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	13	<b>IFR Approach:</b>	
<b>Runway Length/Width:</b>		<b>VFR Approach/Landing:</b>	Straight-in

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 None	<b>Latitude, Longitude:</b>	48.189952,-114.380325(est)

## Administrative Information

**Investigator In Charge (IIC):** Mucho, Gary

**Additional Participating Persons:**

**Original Publish Date:**

**Last Revision Date:**

**Investigation Class:** [Class](#)

**Note:**

**Investigation Docket:** <https://data.nts.gov/Docket?ProjectID=16067>

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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](#).