



Aviation Investigation Final Report

Location:	ST. XAVIER, Montana	Accident Number:	DEN83LA194
Date & Time:	August 21, 1983, 09:00 Local	Registration:	N3351M
Aircraft:	PIPER PA-12	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE ACFT COLLIDED WITH A FENCE DURING AN ATTEMPTED GO-AROUND IN A FIELD WHICH WAS ESTIMATED TO BE 500 FT LONG. THE WIND WAS CALM AND THE DENSITY ALT WAS CALCULATED TO BE 4900 FT. AFTER LANDING AND ROLLING 300 FT THE PLT DECIDED HE WOULD NOT BE ABLE TO STOP. HE APPLIED POWER TO GO-AROUND AND THE ENGINE COUGHED AND SPUTTERED. AFTER BECOMING AIRBORNE THE ENGINE COUGHED AGAIN. AT THE END OF THE FIELD THE LANDING GEAR OF THE ACFT HIT A FENCE POST AND THE ACFT NOSED OVER.

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: GO-AROUND (VFR)

Findings

1. (F) OBJECT - FENCE
2. (C) UNSUITABLE TERRAIN OR TAKEOFF/LANDING/TAXI AREA - SELECTED - PILOT IN COMMAND
3. (F) WEATHER CONDITION - HIGH DENSITY ALTITUDE
4. (C) GO-AROUND - DELAYED - PILOT IN COMMAND

5. (C) DISTANCE - MISJUDGED - PILOT IN COMMAND
6. (C) JUDGMENT - POOR - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Private	Age:	37, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	May 11, 1983
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	312 hours (Total, all aircraft), 238 hours (Total, this make and model), 273 hours (Pilot In Command, all aircraft), 40 hours (Last 90 days, all aircraft), 6 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N3351M
Model/Series:	PA-12 PA-12	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	12-2210
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	February 19, 1983 Annual	Certified Max Gross Wt.:	1625 lbs
Time Since Last Inspection:	40 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	4621 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, activated	Engine Model/Series:	O-290-02
Registered Owner:	RICHARD L. KEHLER, JR.	Rated Power:	135 Horsepower
Operator:		Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	50 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	21°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	ST. XAVIER , MT	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	00:00 Local	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	Grass/turf
Airport Elevation:		Runway Surface Condition:	Dry
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	45.409271,-107.879096(est)

Administrative Information

Investigator In Charge (IIC): Winningham, Fred

**Additional Participating
Persons:**

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=16140>

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](#).