



Aviation Investigation Final Report

Location:	CLAYTON LAKE, Maine	Accident Number:	NYC97LA067
Date & Time:	March 28, 1997, 10:30 Local	Registration:	N2852M
Aircraft:	Piper PA-12	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	2 Serious
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that he flew the ski-equipped airplane to a lake to go fishing, and stalled the airplane while maneuvering to land on the frozen lake surface. Additionally, he reported that he had a bad cold, was congested, and tired. Witnesses reported that the pilot conducted a low pass over the frozen surface of lake, after which he initiated a left turn. In the turn the airplane rolled further left and descended toward the lake surface, striking the left wing and nose.

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 adequate airspeed while maneuvering, which resulted in an inadvertent stall, and uncontrolled descent to the frozen lake surface.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: MANEUVERING

Findings

1. (C) AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 2. FATIGUE - PILOT IN COMMAND
 3. STALL - INADVERTENT - PILOT IN COMMAND
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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Findings

4. TERRAIN CONDITION - FROZEN

Factual Information

On March 28, 1997, about 1030 eastern standard time, a ski equipped Piper PA-12, N2852M, was destroyed when it struck the ground while maneuvering near Clayton Lake, Maine. The certificated private pilot and passenger received serious injuries. Visual meteorological conditions prevailed, and no flight plan had been filed for the personal flight which originated from Yeager Airport, Detroit, Maine, about 0830, and was conducted under 14 CFR Part 91.

In the NTSB Pilot/Operator Aircraft Accident Report, the pilot stated:

"...Left my private airport (Yeager) Detroit ME to go fishing on Rojo Lake. PA-12 on skies with passenger...Beautiful ride SE winds unventful wasn't feeling good last trip of the year! Had to go was not as sharp - as I should have been - stalled while approaching to landing on lake. Plane collapsed pretty much in one piece!"

In the NTSB Pilot/Operator Aircraft Accident Report, under the section titled (How could this accident have been prevented) the pilot stated:

"...Pilot had very bad cold congested tired, weather change + 50 degrees sence last trip. Air speed was approx 60-65 steep left turn, plane stalled!"

An Operations Inspector from the Federal Aviation Administration (FAA). Portland Flight Standards District Office, interviewed the pilot and witnesses and reported that the pilot had conducted a low pass over the frozen surface of Lake Chemquafaramticook to check for a landing area. Following the pass, the pilot initiated a left turn, in which the airplane rolled further left and descended toward the ground. The airplane struck the ice with the left wing, followed by the nose, and came to rest upright on the ice.

According to the FAA Inspector, the pilot had not received a flight review within the preceding 24 calendar months.

Pilot Information

Certificate:	Private	Age:	47, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	June 19, 1996
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	850 hours (Total, all aircraft), 85 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N2852M
Model/Series:	PA-12 PA-12	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	12-1188
Landing Gear Type:	Ski	Seats:	2
Date/Type of Last Inspection:	December 17, 1996 Annual	Certified Max Gross Wt.:	1750 lbs
Time Since Last Inspection:	53 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	3086 Hrs	Engine Manufacturer:	Lycoming
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-290-D
Registered Owner:	THOMAS D. YEAGER	Rated Power:	
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	20 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	45°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	3°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	DETROIT , ME (ME52)	Type of Flight Plan Filed:	None
Destination:	(NONE)	Type of Clearance:	None
Departure Time:	08:30 Local	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	Ice
Airport Elevation:	1000 ft msl	Runway Surface Condition:	Ice
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Destroyed
Passenger Injuries:	1 Serious	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Serious	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	Hancock, Robert
Additional Participating Persons:	ROBERT DZIADZIO; PORTLAND , ME
Original Publish Date:	February 2, 1998
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=39338

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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](#).