



Aviation Investigation Final Report

Location:	WEST BUXTON, Maine	Accident Number:	NYC98LA135
Date & Time:	June 28, 1998, 13:45 Local	Registration:	N47893
Aircraft:	Taylorcraft BC12-65	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Serious
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

The student pilot flew an approach to a river to land his floatplane. During the approach, the airplane's right wing struck an unmarked power-line, which caused the airplane to spin several times before impacting the water, floats first. The student pilot had never obtained his private pilot's certificate, although he had logged over 5,800 hours as student pilot-in-command, of which 2,200 hours were in make and model.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: failure of the pilot to see-and-avoid power lines (inadequate visual lookout), as he was approaching to make a water landing on a river.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: APPROACH

Findings

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

Factual Information

On June 28, 1998, at 1345 eastern daylight time, a Taylorcraft BC12-65, a floatplane, N47893, was substantially damaged when its right wing contacted a power line during an approach to the Saco River near West Buxton, Maine. The student pilot was seriously injured and visual meteorological conditions prevailed for the instructional flight that departed Watchete Lake near Standish, Maine, about 1315. No flight plan was filed and the flight conducted under 14 CFR Part 91.

During a telephone interview, the student pilot stated he was executing a river landing to the south on the Saco River, when he encountered a "slight" down draft, causing the right wing to contact a power-line that spanned the half mile wide river. After contacting the wire, the airplane spun several times before impacting the water, floats first. The pilot added he was not aware of the wires and that they were unmarked.

Also during the telephone interview, the student pilot stated that he had over 2,200 hours of floatplane experience and over 5,800 hours of pilot-in-command time as a student pilot. The student pilot also stated that he has owned several airplanes in his life, and currently owns two. In addition he stated that his pilot logbook was in the airplane at the time of the accident, and can not be located.

Pilot Information

Certificate:	Student	Age:	65, Male
Airplane Rating(s):	None	Seat Occupied:	Left
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--w/ waivers/lim	Last FAA Medical Exam:	October 5, 1997
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	5819 hours (Total, all aircraft), 3100 hours (Total, this make and model), 5819 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Taylorcraft	Registration:	N47893
Model/Series:	BC12-65 BC12-65	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	2934
Landing Gear Type:	Float	Seats:	2
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	1100 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Continental
ELT:	Installed	Engine Model/Series:	A-65-8F
Registered Owner:	LEONARD MERRILL	Rated Power:	65 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:	PWM ,74 ft msl	Distance from Accident Site:	10 Nautical Miles
Observation Time:	13:51 Local	Direction from Accident Site:	85°
Lowest Cloud Condition:	Scattered / 5000 ft AGL	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	200°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	20°C / 11°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(NONE)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	13:15 Local	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	Water
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Full stop

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	Muzio, David
Additional Participating Persons:	TED DOMIN; PORTLAND , ME
Original Publish Date:	December 31, 1998
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=39579

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