



Aviation Investigation Final Report

Location:	ANIAC, Alaska	Accident Number:	ANC83LA077
Date & Time:	May 20, 1983, 18:00 Local	Registration:	N2725M
Aircraft:	PIPER PA-12	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Serious, 2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

ACCORDING TO THE PLT, HE WAS TAKING OFF DOWNSLOPE & DOWNWIND ON BUMPY MUSKEG/TUNDRA WITH FULL FLAPS. AT APRX 40 TO 45 MPH, THE ACFT LIFTED OFF BEFORE REACHING THE EDGE OF A DEEP RAVINE. HE BEGAN A SHALLOW LEFT TURN, THEN THE LEFT WING STRUCK A TREE WHICH SPUN THE ACFT AROUND ABOUT 180 DEG FROM THE ORIGINAL HEADING. AFTER REVERSING ITS HEADING, IT WAS ABOUT 200 FT ABOVE THE TERRAIN IN THE RAVINE. THE PLT LOWERED THE NOSE, WITH FULL THROTTLE APPLIED, & JUST BEFORE IMPACT WAS ABLE TO RAISE THE NOSE TO A LEVEL ATTITUDE. THE PLT STATED THAT HE DID NOT SEE THE TREE & REPORTED THERE WERE NO PREIMPACT/MECHANICAL IRREGULARITIES. IT WAS NOTED THAT THE ACFT WAS EQUIPPED WITH NON-STANDARD AUTOMOBILE RACING SLICKS (WHEELS) THAT WERE APRX 33 INCHES IN DIAMETER. THE WIND WAS REPORTED FROM 180 DEG AT 5 GUSTING 10 KTS.

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: TAKEOFF - INITIAL CLIMB

Findings

1. (F) TERRAIN CONDITION - ROUGH/UNEVEN
2. (F) TERRAIN CONDITION - SOFT
3. (F) WEATHER CONDITION - TAILWIND
4. (F) OBJECT - BIRD(S)
5. (F) OBJECT - TREE(S)
6. (C) VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

Pilot Information

Certificate:	Commercial	Age:	Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Center
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Unknown Unknown	Last FAA Medical Exam:	
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:			

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N2725M
Model/Series:	PA-12 PA-12	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	12-1135
Landing Gear Type:	Tailwheel	Seats:	3
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	1625 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-235C
Registered Owner:	STEPHAN L. HILL	Rated Power:	100 Horsepower
Operator:		Operating Certificate(s) Held:	
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:	Scattered / 5000 ft AGL	Visibility	60 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots / 10 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	180°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	13°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	ANIAK , AK (ANT)	Type of Flight Plan Filed:	Unknown
Destination:		Type of Clearance:	None
Departure Time:	00:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	NONE	Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	Dry;Ice;Vegetation
Runway Used:	8	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Substantial
Passenger Injuries:	2 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious, 2 None	Latitude, Longitude:	61.199619,-158.599472(est)

Administrative Information

Investigator In Charge (IIC): Kobelnyk, George

Additional Participating Persons:

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=4115>

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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](#).