



# Aviation Investigation Final Report

<b>Location:</b>	ORTING, Washington	<b>Accident Number:</b>	SEA94LA002
<b>Date &amp; Time:</b>	October 3, 1993, 12:45 Local	<b>Registration:</b>	N7709H
<b>Aircraft:</b>	PIPER PA-12	<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

DURING THE TAKEOFF ROLL THE PILOT ALLOWED THE AIRCRAFT'S LEFT WING TO STRIKE THE GROUND. THE AIRCRAFT THEN IMPACTED THE GROUND AND SLID BACKWARDS INTO BRUSH ALONG THE RUNWAY'S EAST EDGE. THE PILOT REPORTED CALM WINDS AT THE TIME OF THE ACCIDENT.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT IN COMMAND'S FAILURE TO MAINTAIN AIRCRAFT CONTROL.

## Findings

Occurrence #1: DRAGGED WING, ROTOR, POD, FLOAT OR TAIL/SKID  
Phase of Operation: TAKEOFF - ROLL/RUN

### Findings

1. (C) AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND

## Factual Information

On October 3, 1993, at approximately 1245 hours Pacific daylight time (PDT), a Piper PA-12, N7709H, registered to and being flown by Herman M. Nirschl, a certificated commercial pilot, sustained substantial damage when the aircraft's left wingtip struck the ground during takeoff at the Pierce County Airport, Orting, Washington. The pilot and his passenger were uninjured. Visual meteorological conditions prevailed and no flight plan had been filed for the local flight. The flight, which was personal in nature, was to have been operated in accordance with the requirements set forth in 14CFR91.

The pilot reported that during takeoff the left wing began to drop followed by a left drift off the runway which he was unable to counteract. The aircraft's left wingtip struck the ground and the aircraft spun around 180 degrees proceeding into brush while travelling backwards. The pilot reported no powerplant or control malfunction at the time of the accident. He also reported that the winds were calm at the time.

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	71, Male
<b>Airplane Rating(s):</b>	Single-engine land; Single-engine sea; Multi-engine land	<b>Seat Occupied:</b>	Rear
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical-w/ waivers/lim	<b>Last FAA Medical Exam:</b>	July 8, 1993
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	3695 hours (Total, all aircraft), 41 hours (Total, this make and model), 19 hours (Last 90 days, all aircraft), 2 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	PIPER	<b>Registration:</b>	N7709H
<b>Model/Series:</b>	PA-12 PA-12	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	12-601
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	3
<b>Date/Type of Last Inspection:</b>	October 1, 1993 Annual	<b>Certified Max Gross Wt.:</b>	1750 lbs
<b>Time Since Last Inspection:</b>	1 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	O-290-D
<b>Registered Owner:</b>	NIRSCHL, HERMAN, M.	<b>Rated Power:</b>	125 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>	Day
<b>Observation Facility, Elevation:</b>	TCM ,323 ft msl	<b>Distance from Accident Site:</b>	8 Nautical Miles
<b>Observation Time:</b>	12:55 Local	<b>Direction from Accident Site:</b>	267°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	20 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	5 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	230°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30 inches Hg	<b>Temperature/Dew Point:</b>	23°C / 13°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	(1S0 )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	(1S0 )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	12:45 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	PIERCE COUNTY-THUN FIELD 1S0	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	534 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	16	<b>IFR Approach:</b>	
<b>Runway Length/Width:</b>	3650 ft / 60 ft	<b>VFR Approach/Landing:</b>	None

## 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>	47.040027,-122.140197(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Mccreary, Steven
<b>Additional Participating Persons:</b>	CANDY CARRERA; RENTON , WA
<b>Original Publish Date:</b>	August 1, 1994
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=41829">https://data.ntsb.gov/Docket?ProjectID=41829</a>

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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](#).