



Aviation Investigation Final Report

Location:	ISLAND PARK, Idaho	Accident Number:	SEA95LA142
Date & Time:	July 6, 1995, 10:45 Local	Registration:	N7487Y
Aircraft:	PIPER PA-30	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT STATED THAT A GUST OF WIND FROM THE RIGHT BLEW THE AIRPLANE OFF TO THE LEFT SIDE OF THE AIRSTRIP JUST AFTER THE AIRPLANE LIFTED OFF FROM RUNWAY 24. THE AIRPLANE'S LANDING GEAR COLLIDED WITH A FENCE THAT PARALLELS THE AIRSTRIP. THE PILOT WAS ABLE TO MANEUVER THE AIRPLANE BACK TO THE AIRSTRIP WHERE HE REDUCED POWER AND LANDED. THE PILOT REPORTED THAT AT THE TIME OF TAKEOFF THE WIND WAS FROM 340 DEGREES AT TWO KNOTS WITH GUSTS TO EIGHT KNOTS.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S INADEQUATE COMPENSATION FOR WIND CONDITIONS. A FACTOR TO THE ACCIDENT WAS WIND GUSTS.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (F) WEATHER CONDITION - GUSTS
2. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

3. OBJECT - FENCE

Factual Information

On July 6, 1995, at 1045 mountain daylight time, a Piper PA-30, N7487Y, collided with a fence shortly after takeoff from the Henry's Lake Airport, Island Park, Idaho. Visual meteorological conditions prevailed at the time and no flight plan was filed. The airplane was substantially damaged and the private pilot and his passenger were not injured. The flight was departing from Island Park with an intended destination of Pocatello, Idaho.

During a telephone interview and subsequent written statement, the pilot stated that he was departing from runway 24. As the airplane lifted off at 80 miles per hour, a gust of wind from the right blew the airplane off to the left side of the runway. The airplane's landing gear collided with a fence that parallels the runway. The pilot stated that he was able to maneuver the airplane back to the runway where he reduced power and landed on the airstrip. Approximately 200 yards of wire and fence posts were damaged.

The pilot reported that the wind was from 340 degrees at two knots with gusts to eight knots.

The Idaho Airport Facilities Directory Airport Layout depicts a 4,600 foot by 170 foot turf airstrip that is surrounded by an electric fence.

Pilot Information

Certificate:	Private	Age:	50, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	November 5, 1993
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	451 hours (Total, all aircraft), 54 hours (Total, this make and model), 380 hours (Pilot In Command, all aircraft), 38 hours (Last 90 days, all aircraft), 13 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N7487Y
Model/Series:	PA-30 PA-30	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	30-548
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	August 1, 1994 Annual	Certified Max Gross Wt.:	3600 lbs
Time Since Last Inspection:	93 Hrs	Engines:	2 Reciprocating
Airframe Total Time:	9457 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	IO-320-CIA
Registered Owner:	ROBERT W. SWITZER	Rated Power:	160 Horsepower
Operator:	PAUL K. SHARP	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:	WYS ,6644 ft msl	Distance from Accident Site:	10 Nautical Miles
Observation Time:	10:27 Local	Direction from Accident Site:	55°
Lowest Cloud Condition:	Unknown	Visibility	30 miles
Lowest Ceiling:	Broken / 6000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	15°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:	POCATELLO , ID (PIH)	Type of Clearance:	None
Departure Time:	00:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	HENRY'S LAKE U53	Runway Surface Type:	Grass/turf
Airport Elevation:	6596 ft msl	Runway Surface Condition:	Dry
Runway Used:	24	IFR Approach:	None
Runway Length/Width:	4600 ft / 170 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	44.509704,-111.350936(est)

Administrative Information

Investigator In Charge (IIC):	Eckrote, Debra
Additional Participating Persons:	THOMAS R DUFRESNE; SALT LAKE CITY , UT
Original Publish Date:	September 24, 1995
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=42184

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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](#).