



Aviation Investigation Final Report

Location:	ANCHORAGE, Alaska	Accident Number:	ANC99LA003
Date & Time:	October 9, 1998, 20:40 Local	Registration:	N98900
Aircraft:	Piper PA-12	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The private pilot reported that he was returning to Lake Hood after winterizing his remote cabin. He stated that his departure from Snider Lake was later than he had anticipated, requiring him to land at night at Lake Hood. The pilot reported that he made a straight in approach, landing to the south, utilizing the south water lane. He said that just prior to touchdown, he realized that he was about 500 feet to the right of the intended touchdown area, and over a gravel aircraft parking area. The pilot said that he applied full power in an attempt to go-around, but the airplane continued to settle onto the parking area. The airplane's right wing struck a parked Piper PA-18, and a set of stored floats. The airplane pivoted to the right, and the left wing struck the ground. The airplane's wings and fuselage sustained substantial damage.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's misjudgment of a proper touchdown point. Factors associated with the accident were darkness, and the pilot's inadequate preflight planning.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: GO-AROUND (VFR)

Findings

1. (F) LIGHT CONDITION - NIGHT
2. (F) PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. (C) PROPER TOUCHDOWN POINT - MISJUDGED - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: GO-AROUND (VFR)

Findings

4. OBJECT - AIRCRAFT PARKED/STANDING
5. OBJECT - OTHER

Factual Information

On October 9, 1998, about 2040 Alaska daylight time, a float equipped Piper PA-12 airplane, N98900, sustained substantial damage while landing at Lake Hood, Anchorage, Alaska. The airplane was being operated as a visual flight rules (VFR) personal flight under Title 14, CFR Part 91, when the accident occurred. The solo private pilot was not injured. Visual meteorological conditions prevailed, and no flight plan was filed. The flight originated about 1930 from Snider Lake, located about 28 miles southwest of Talkeetna, Alaska.

During an on-scene interview with the National Transportation Safety Board investigator-in-charge on October 9, the pilot reported that he was returning to Lake Hood after winterizing his remote cabin. He stated that his departure from Snider Lake was later than he had anticipated, requiring him to land at night at Lake Hood. The pilot reported that he made a straight in approach, landing to the south, utilizing the south water lane. He said that just prior to touchdown, he realized that he was about 500 feet to the right of the intended touchdown area, and over a gravel aircraft parking area. The pilot said that he applied full power in an attempt to go-around, but the airplane continued to settle onto the parking area. The airplane's right wing struck a parked Piper PA-18, and a set of stored floats. The airplane pivoted to the right, and the left wing struck the ground. The airplane's wings and fuselage sustained substantial damage.

The pilot noted that there were no preaccident mechanical anomalies with the airplane.

Pilot Information

Certificate:	Private	Age:	59, Male
Airplane Rating(s):	Single-engine land; Single-engine sea	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 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	February 1, 1997
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	2070 hours (Total, all aircraft), 2012 hours (Total, this make and model), 35 hours (Last 90 days, all aircraft), 7 hours (Last 30 days, all aircraft), 1 hour (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N98900
Model/Series:	PA-12 PA-12	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	12-246
Landing Gear Type:	Float	Seats:	3
Date/Type of Last Inspection:	April 23, 1998 Annual	Certified Max Gross Wt.:	1750 lbs
Time Since Last Inspection:	41 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2054 Hrs	Engine Manufacturer:	Lycoming
ELT:	Installed, activated, aided in locating accident	Engine Model/Series:	O-320-A2B
Registered Owner:	GLENN L. BOHN	Rated Power:	150 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:	Night/dark
Observation Facility, Elevation:	ANC ,144 ft msl	Distance from Accident Site:	
Observation Time:	20:50 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 2500 ft AGL	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	170°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	-1°C / -2°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	TALKEETNA , AK (TKA)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	19:40 Local	Type of Airspace:	Class D

Airport Information

Airport:	LAKE HOOD SEAPLANE LHD	Runway Surface Type:	Water
Airport Elevation:	71 ft msl	Runway Surface Condition:	Water-calm
Runway Used:	18	IFR Approach:	None
Runway Length/Width:	1930 ft / 200 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	61.159778,-149.990371(est)

Administrative Information

Investigator In Charge (IIC):	Johnson, Clinton
Additional Participating Persons:	BRIAN E HOHNER (FAA); ANCHORAGE , AK
Original Publish Date:	February 16, 2001
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=45236

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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](#).