



# Aviation Investigation Final Report

<b>Location:</b>	ALTON BAY, New Hampshire	<b>Accident Number:</b>	NYC00LA072
<b>Date &amp; Time:</b>	February 5, 2000, 15:00 Local	<b>Registration:</b>	N6577P
<b>Aircraft:</b>	Piper PA-24	<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

The pilot departed runway 01, an ice runway. During the takeoff, the airplane pulled to the left, and the pilot applied full right rudder to 'straighten out the path.' After rotation, the airplane impacted a snow bank and the pilot 'lost all control of the plane.' The pilot did not receive a weather briefing prior to his departure; however, he reported 'swirly, gusty winds' at the airport. Witnesses at the airport reported that the airplane's takeoff roll was much shorter than other airplanes. Approximately 20 feet off the ground, the airplane 'bobbled, stalled, and descended rapidly,' impacting a snow bank to the left of the runway.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to maintain control of the airplane during takeoff which resulted in an inadvertent stall. A factor in the accident was the pilot's inadequate compensation for the wind conditions.

## Findings

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

### Findings

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

3. (F) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND

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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

## Factual Information

On February 5, 2000, about 1500 Eastern Standard Time, a Piper PA-24, N6577P, was substantially damaged during takeoff from Alton Bay Seaplane Base (B18), Alton Bay, New Hampshire. The certificated private pilot and passenger were not injured. Visual meteorological conditions prevailed, and no flight plan was filed for the personal flight conducted under 14 CFR Part 91.

The pilot stated that he departed runway 01, a 3,500 foot long "ice runway." He reported that during the takeoff, the airplane "pulled to the left," and he applied full right rudder to "straighten out the path." After rotation, the airplane impacted a snow bank and the pilot "lost all control of the plane." The pilot stated he did not receive a weather briefing prior to his departure; however, he reported "swirly, gusty winds" at the airport.

Witnesses at the airport reported that the airplane's takeoff roll was much shorter than other airplanes. Approximately 20 feet off the ground, the airplane "bobbled, stalled, and descended rapidly," impacting a snow bank to the left of the runway.

According to a Federal Aviation Administration Inspector, the left wing of the airplane was destroyed; however, it remained attached to the fuselage. The right wing and the firewall were buckled, and both fuel tanks were intact and contained fuel.

The winds reported at an airport 20 miles away were from a heading of 300 at 12 knots.

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	59, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Left
<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 3 Valid Medical--w/ waivers/lim	<b>Last FAA Medical Exam:</b>	July 15, 1999
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	611 hours (Total, all aircraft), 69 hours (Total, this make and model), 400 hours (Pilot In Command, all aircraft), 32 hours (Last 90 days, all aircraft), 9 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Piper	<b>Registration:</b>	N6577P
<b>Model/Series:</b>	PA-24 PA-24	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	24-1699
<b>Landing Gear Type:</b>	Retractable - Tricycle; Skid	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	November 12, 1999 Annual	<b>Certified Max Gross Wt.:</b>	2550 lbs
<b>Time Since Last Inspection:</b>	30 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	3926 Hrs	<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	O-360-A1A
<b>Registered Owner:</b>	BRADFORD RANDLETT	<b>Rated Power:</b>	180 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>	CON ,346 ft msl	<b>Distance from Accident Site:</b>	20 Nautical Miles
<b>Observation Time:</b>	14:51 Local	<b>Direction from Accident Site:</b>	200°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	12 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	300°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29 inches Hg	<b>Temperature/Dew Point:</b>	0°C / -13°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	(B18 )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	NORWOOD , MA (OWD )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	15:00 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	ALTON BAY SEAPLANE BASE B18	<b>Runway Surface Type:</b>	Ice
<b>Airport Elevation:</b>	504 ft msl	<b>Runway Surface Condition:</b>	Ice
<b>Runway Used:</b>	1	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	3500 ft / 100 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>	

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Muzio, David
<b>Additional Participating Persons:</b>	ARNIE SILVERSTONE; PORTLAND , ME
<b>Original Publish Date:</b>	November 29, 2000
<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=48587">https://data.ntsb.gov/Docket?ProjectID=48587</a>

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