



Aviation Investigation Final Report

Location:	HARDING LAKE, Alaska	Accident Number:	ANC92LA143
Date & Time:	August 23, 1992, 17:05 Local	Registration:	N7887H
Aircraft:	PIPER PA-12	Aircraft Damage:	Substantial
Defining Event:		Injuries:	3 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT REPORTED THAT JUST AFTER TAKING OFF HE EXPERIENCED A PARTIAL LOSS OF ENGINE POWER. THE SUBSEQUENT OFF AIRPORT FORCED LANDING RESULTED IN SUBSTANTIAL DAMAGE TO THE AIRPLANE. AFTER THE ACCIDENT THE ENGINE OPERATED NORMALLY WITH NO PROBLEMS NOTED THAT WERE CONSIDERED CAUSAL TO THE POWER LOSS. POST ACCIDENT ANALYSIS OF THE FUEL DRAINED FROM THE AIRPLANE INDICATED THAT IT WAS BLENDED WITH AUTOMOTIVE FUEL. THE ENGINE WAS NOT APPROVED FOR THE USE OF AUTOMOTIVE FUEL.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PARTIAL LOSS OF ENGINE POWER FOR UNDETERMINED CAUSES, AND THE UNSUITABLE TERRAIN.

Findings

Occurrence #1: LOSS OF ENGINE POWER(PARTIAL) - NONMECHANICAL
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED

Occurrence #2: FORCED LANDING

Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - EMERGENCY

Findings

2. (C) TERRAIN CONDITION - NONE SUITABLE

Factual Information

Pilot Information

Certificate:	Airline transport; Commercial; Flight engineer	Age:	40, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Front
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 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	December 5, 1991
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	8350 hours (Total, all aircraft), 1005 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N7887H
Model/Series:	PA-12 PA-12	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	12-791
Landing Gear Type:	Float	Seats:	3
Date/Type of Last Inspection:	August 1, 1992 Annual	Certified Max Gross Wt.:	1540 lbs
Time Since Last Inspection:	20 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2649 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-320-A2B
Registered Owner:	STEPOVICH, CHRISTOPHER A.	Rated Power:	150 Horsepower
Operator:	STEPOVICH, CHRISTOPHER A.	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:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	50 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	360°	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:	FAIRBANKS , AK	Type of Clearance:	None
Departure Time:	17:05 Local	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Forced landing

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	2 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 None	Latitude, Longitude:	64.81047,-147.719482(est)

Administrative Information

Investigator In Charge (IIC): Daw, Roy

Additional Participating Persons: HARLEY A HOLT; FAIRBANKS , AK
DONALD S LINDSEY; FAIRBANKS , AK
HUGH A KEITH; FAIRBANKS , AK

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Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=5789>

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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](#).