



Aviation Investigation Final Report

Location:	SPARREVOHN, Alaska	Accident Number:	ANC92LA150
Date & Time:	August 31, 1992, 15:00 Local	Registration:	N786BH
Aircraft:	PIPER PA-12	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation		

Analysis

THE LODGE EMPLOYEE PILOT REPORTED THAT HE TOOK OFF FROM A SMALL LAKE TOWARD RISING TERRAIN THAT HE COULD NOT OUTCLIMB. THE PILOT REPORTED THAT HE TRIED TO TURN AROUND BELOW THE LEVEL AND CLIPPED A TREE WITH HIS WING TIP AND THE SPREADER BARS ON THE FLOATS. AIRCRAFT IMPACTED IN MARSHY AREA NEAR THE LAKE. THE PILOT SAID THAT HE BELIEVED HE MISJUDGED THE TAKEOFF AND POSSIBLY ACCEPTED A TAILWIND COMPONENT.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: PILOT EXERCISED POOR PREFLIGHT PLANNING/PREPARATION BY TAKING OFF WITH A TAILWIND COMPONENT. FACTORS RELATING TO THE ACCIDENT WERE: THE UNFAVORABLE WIND IN THE AREA AND THE RISING HILLY/MOUNTAINOUS TERRAIN IN THE TAKEOFF PATH.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (F) WEATHER CONDITION - TAILWIND

2. (F) TERRAIN CONDITION - MOUNTAINOUS/HILLY
3. (C) PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Commercial	Age:	48, 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--w/ waivers/lim	Last FAA Medical Exam:	March 7, 1992
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	3695 hours (Total, all aircraft), 2000 hours (Total, this make and model), 3447 hours (Pilot In Command, all aircraft), 253 hours (Last 90 days, all aircraft), 124 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N786BH
Model/Series:	PA-12 PA-12	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	12-789
Landing Gear Type:	Float	Seats:	3
Date/Type of Last Inspection:	April 4, 1992 Annual	Certified Max Gross Wt.:	1750 lbs
Time Since Last Inspection:	165 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	4115 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, activated, aided in locating accident	Engine Model/Series:	O-360
Registered Owner:	JAMES F. ELLIS	Rated Power:	180 Horsepower
Operator:	JAMES F. ELLIS	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:	Unknown	Visibility	15 miles
Lowest Ceiling:	Overcast / 2000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	270°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	4°C / 2°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:	STONY RIVER LGE, AK	Type of Clearance:	None
Departure Time:	15:00 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:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Destroyed
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	61.159648,-149.989151(est)

Administrative Information

Investigator In Charge (IIC):	Herlihy, Douglas
Additional Participating Persons:	ROBERT BILAK; ANCHORAGE , AK
Original Publish Date:	September 28, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=5794

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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](#).