



Aviation Investigation Final Report

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|--------------------------------|--------------------------------------|-------------------------|-----------------|
| Location: | NEAR ANCHORAGE, Alaska | Accident Number: | ANC82DA045 |
| Date & Time: | August 6, 1982, 17:20 Local | Registration: | N251T |
| Aircraft: | PIPER PA-12 | Aircraft Damage: | Substantial |
| Defining Event: | | Injuries: | 1 Minor, 1 None |
| Flight Conducted Under: | Part 91: General aviation - Personal | | |

Analysis

THE PILOT REPORTED THAT DURING FLIGHT, THE ENGINE QUIT WHEN THE RIGHT TANK WENT DRY. HE SWITCHED THE FUEL SELECTOR TO THE LEFT TANK, BUT THE ENGINE WOULD NOT START. SUBSEQUENTLY, THE PLANE WAS DAMAGED DURING A FORCED LANDING IN A CREEK BOTTOM NEAR POWERLINES. DUE TO THE LOCATION OF THE POWERLINES, HE HAD TO LAND DOWNWIND. THE AIRCRAFT HAD AN ENDURANCE OF 4.4 HOURS WITH 40 GALLONS OF FUEL ON BOARD. THE AIRCRAFT HAD ACCUMULATED ABOUT 3.5 HOURS SINCE IT TOOK OFF FROM ITS ORIGINAL DEPARTURE POINT. THE PILOT ESTIMATED THAT HE INITIATED THE FLIGHT WITH 20 GALLONS OF FUEL.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL
Phase of Operation: CRUISE - NORMAL

Findings

1. (C) AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
2. (C) FLUID,FUEL - EXHAUSTION
3. (C) FUEL SUPPLY - MISJUDGED - PILOT IN COMMAND

Occurrence #2: FORCED LANDING

Phase of Operation: LANDING

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

4. (F) TERRAIN CONDITION - HIGH OBSTRUCTION(S)
5. (F) WEATHER CONDITION - TAILWIND

Factual Information

Pilot Information

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|----------------------------------|--|--|----------------|
| Certificate: | Airline transport | Age: | 39, Male |
| Airplane Rating(s): | Single-engine land; Single-engine sea; Multi-engine land | Seat Occupied: | Unknown |
| Other Aircraft Rating(s): | | Restraint Used: | |
| Instrument Rating(s): | Airplane | Second Pilot Present: | No |
| Instructor Rating(s): | None | Toxicology Performed: | No |
| Medical Certification: | Class 1 Valid Medical--no waivers/lim. | Last FAA Medical Exam: | March 26, 1982 |
| Occupational Pilot: | UNK | Last Flight Review or Equivalent: | |
| Flight Time: | 5475 hours (Total, all aircraft), 15 hours (Total, this make and model), 5225 hours (Pilot In Command, all aircraft), 75 hours (Last 90 days, all aircraft), 3 hours (Last 24 hours, all aircraft) | | |

Aircraft and Owner/Operator Information

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|--------------------------------------|--------------------------------|---------------------------------------|-----------------|
| Aircraft Make: | PIPER | Registration: | N251T |
| Model/Series: | PA-12 PA-12 | Aircraft Category: | Airplane |
| Year of Manufacture: | | Amateur Built: | |
| Airworthiness Certificate: | | Serial Number: | 12-254 |
| Landing Gear Type: | Tailwheel | Seats: | 2 |
| Date/Type of Last Inspection: | Unknown | Certified Max Gross Wt.: | 1750 lbs |
| Time Since Last Inspection: | 0 Hrs | Engines: | 1 Reciprocating |
| Airframe Total Time: | 2063 Hrs | Engine Manufacturer: | LYCOMING |
| ELT: | Installed | Engine Model/Series: | O-320-A2B |
| Registered Owner: | SEVEN STAR FLYING CLUB INCORPO | Rated Power: | 150 Horsepower |
| Operator: | SEVEN STAR FLYING CLUB INCORPO | Operating Certificate(s) Held: | |
| Operator Does Business As: | | Operator Designator Code: | |

Meteorological Information and Flight Plan

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|---|----------------------------------|---|----------|
| 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: | Scattered / 5000 ft AGL | Visibility | 30 miles |
| Lowest Ceiling: | Unknown | Visibility (RVR): | |
| Wind Speed/Gusts: | 16 knots / | Turbulence Type Forecast/Actual: | / |
| Wind Direction: | 0° | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | | Temperature/Dew Point: | 50°C |
| Precipitation and Obscuration: | No Obscuration; No Precipitation | | |
| Departure Point: | TRAPPER CREEK , AK | Type of Flight Plan Filed: | Unknown |
| Destination: | ANCORAGE , AK | Type of Clearance: | None |
| Departure Time: | 16:30 Local | Type of Airspace: | |

Airport Information

| | | | |
|-----------------------------|-------------|----------------------------------|------|
| Airport: | | Runway Surface Type: | |
| Airport Elevation: | 0 ft msl | Runway Surface Condition: | |
| Runway Used: | 0 | IFR Approach: | None |
| Runway Length/Width: | 0 ft / 0 ft | VFR Approach/Landing: | None |

Wreckage and Impact Information

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|----------------------------|-----------------|-----------------------------|----------------------------|
| Crew Injuries: | 1 None | Aircraft Damage: | Substantial |
| Passenger Injuries: | 1 Minor | Aircraft Fire: | None |
| Ground Injuries: | N/A | Aircraft Explosion: | None |
| Total Injuries: | 1 Minor, 1 None | Latitude, Longitude: | 61.219535,-149.850509(est) |

Administrative Information

Investigator In Charge (IIC):

Additional Participating Persons:

Original Publish Date: August 6, 1983

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.ntsb.gov/Docket?ProjectID=71839>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).