



Aviation Investigation Final Report

Location:	Sebago Lake, Maine	Accident Number:	ERA11CA134
Date & Time:	February 5, 2011, 16:00 Local	Registration:	N3806M
Aircraft:	Piper PA-12	Aircraft Damage:	Substantial
Defining Event:	Abnormal runway contact	Injuries:	1 Serious
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

According to the pilot, he was attempting to land on a frozen lake, about 200 yards off shore. He encountered severe snow conditions and aborted the landing. He banked the airplane, and the right wing contacted ice and snow on the lake surface. The right wing separated and the airplane crashed on the lake. The pilot reported that the airplane had just been fueled and was operating normally at the time of the accident.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot’s initiation of a right turn with insufficient altitude remaining during an aborted landing resulting in a collision with the landing surface.

Findings

Aircraft	Lateral/bank control - Incorrect use/operation
Personnel issues	Aircraft control - Pilot

Factual Information

History of Flight

Landing	VFR encounter with IMC
Approach-VFR go-around	Abnormal runway contact (Defining event)

Pilot Information

Certificate:	Commercial	Age:	71, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Front
Other Aircraft Rating(s):	Gyroplane; Helicopter	Restraint Used:	
Instrument Rating(s):	Airplane; Helicopter	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 With waivers/limitations	Last FAA Medical Exam:	July 13, 2009
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	(Estimated) 3100 hours (Total, all aircraft), 100 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N3806M
Model/Series:	PA-12	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	12-2563
Landing Gear Type:	Tailwheel; Ski	Seats:	3
Date/Type of Last Inspection:	January 4, 2011 Annual	Certified Max Gross Wt.:	1750 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	4322 Hrs as of last inspection	Engine Manufacturer:	LYCOMING
ELT:		Engine Model/Series:	O-360-A1D
Registered Owner:	AIR ADS INC	Rated Power:	180 Horsepower
Operator:	Randall, Richard Carl	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument (IMC)	Condition of Light:	Day
Observation Facility, Elevation:	PWM,76 ft msl	Distance from Accident Site:	20 Nautical Miles
Observation Time:	16:00 Local	Direction from Accident Site:	125°
Lowest Cloud Condition:		Visibility	2 miles
Lowest Ceiling:	Broken / 1400 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	190°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.8 inches Hg	Temperature/Dew Point:	-1°C / -4°C
Precipitation and Obscuration:	Light - None - Snow		
Departure Point:	Bethel, ME (0B1)	Type of Flight Plan Filed:	None
Destination:	Bethel, ME (0B1)	Type of Clearance:	None
Departure Time:	15:30 Local	Type of Airspace:	

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious	Latitude, Longitude:	43.844165,-70.619163(est)

Administrative Information

Investigator In Charge (IIC):	Hicks, Ralph
Additional Participating Persons:	Ron Hodgdon; FAA FSDO; Portland, ME
Original Publish Date:	June 20, 2011
Last Revision Date:	
Investigation Class:	Class
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=78283

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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](#).