



Aviation Investigation Final Report

Location:	Forks, Washington	Accident Number:	WPR12CA095
Date & Time:	February 4, 2012, 13:00 Local	Registration:	N5687F
Aircraft:	ALON A2	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot planned on starting his airplane by turning the propeller by hand, because the airplane’s battery was dead. After loading his passenger, he set the throttle and the parking brake, but he elected not to tie down the airplane or place chocks in front of its wheels. When he pulled the propeller through, the engine started immediately as he intended. However, he had placed the throttle in a position that resulted in a higher rpm than he expected. Due to the high rpm, the parking brake was unable to hold the airplane in position, and it started rolling forward with only the passenger inside. The pilot attempted to reenter the airplane, but he was unable to do so. Although the passenger was able to steer the airplane along the taxiway, she did not know how to stop it, and it eventually went through a fence and over an embankment. During the accident sequence, the fuselage and the wings were substantially damaged. According to the pilot, there were no malfunctions or anomalies with the parking brake system or the throttle mechanism.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot’s incorrect placement of the throttle prior to starting the airplane by hand. Contributing to the accident was that the pilot did not ensure that the airplane was restrained in a manner that would keep it from moving forward.

Findings

Aircraft	Power lever - Incorrect use/operation
Aircraft	Tie-down/mooring - Not specified
Personnel issues	Incorrect action performance - Pilot
Personnel issues	Decision making/judgment - Pilot

Factual Information

History of Flight

Standing-engine(s) start-up	Loss of control on ground (Defining event)
Taxi	Ground collision

Pilot Information

Certificate:	Private	Age:	68, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	
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 3 With waivers/limitations	Last FAA Medical Exam:	April 6, 2011
Occupational Pilot:	No	Last Flight Review or Equivalent:	March 4, 2010
Flight Time:	916 hours (Total, all aircraft), 482 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	ALON	Registration:	N5687F
Model/Series:	A2	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	A-187
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:		Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	CONT MOTOR
ELT:		Engine Model/Series:	C90 SERIES
Registered Owner:	ROBINSON DAVID E	Rated Power:	90 Horsepower
Operator:	ROBINSON DAVID E	Operating Certificate(s) Held:	None

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	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	8°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Forks, WA (S18)	Type of Flight Plan Filed:	None
Destination:	Friday Harbor, WA (KFHR)	Type of Clearance:	None
Departure Time:		Type of Airspace:	

Airport Information

Airport:	Forks Airport S18	Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:		IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	47.937778,-124.392776(est)

Administrative Information

Investigator In Charge (IIC): Anderson, Orrin

Additional Participating Persons:

Original Publish Date: April 2, 2012

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.ntsb.gov/Docket?ProjectID=82835>

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