



Aviation Investigation Final Report

Location:	SOUTHPORT, North Carolina	Accident Number:	ATL92LA147
Date & Time:	July 24, 1992, 20:45 Local	Registration:	N7712H
Aircraft:	PIPER PA-12	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 Minor
Flight Conducted Under:	Part 91: General aviation - Other work use		

Analysis

THE PILOT & PASSENGER STATED THAT THEY HAD BEEN HIRED TO OVERFLY A WEDDING PARTY TO DROP CONFETTI & NOTES. THE DROP SITE WAS ABUT 75 FEET TO ONE SIDE OF THE EXTENDED CENTERLINE OF THE RUNWAY, & ABOUT 1/4 MILE FROM THE APPROACH THRESHOLD. AFTER OVERFLYING THE SITE, AT DUSK, & DROPPING THE CONFETTI, THE AIRPLANE COLLIDED WITH A TREE.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE FAILURE OF THE PILOT TO MAINTAIN CLEARANCE FROM OBSTACLES. A FACTOR WAS THE DUSK LIGHTING CONDITION.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: MANEUVERING

Findings

1. (F) LIGHT CONDITION - DUSK
2. (C) CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
3. OBJECT - TREE(S)

Factual Information

Pilot Information

Certificate:	Commercial	Age:	30, Male
Airplane Rating(s):	Single-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:	November 1, 1991
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	800 hours (Total, all aircraft), 20 hours (Total, this make and model), 760 hours (Pilot In Command, all aircraft), 150 hours (Last 90 days, all aircraft), 50 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N7712H
Model/Series:	PA-12 PA-12	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	12-604
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	January 2, 2000 Annual	Certified Max Gross Wt.:	1625 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-320-A2B
Registered Owner:	PRITCHARD, THOMAS A., SR.	Rated Power:	150 Horsepower
Operator:	PRITCHARD, THOMAS A., JR.	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:	Dusk
Observation Facility, Elevation:	ILM ,32 ft msl	Distance from Accident Site:	25 Nautical Miles
Observation Time:	19:50 Local	Direction from Accident Site:	30°
Lowest Cloud Condition:	Scattered / 3000 ft AGL	Visibility	10 miles
Lowest Ceiling:	Broken / 25000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	220°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	27°C / 24°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(SUT)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	20:35 Local	Type of Airspace:	Class G

Airport Information

Airport:	BRUNSWICK COUNTY SUT	Runway Surface Type:	Asphalt
Airport Elevation:	25 ft msl	Runway Surface Condition:	Dry
Runway Used:	23	IFR Approach:	None
Runway Length/Width:	4000 ft / 75 ft	VFR Approach/Landing:	Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Minor	Latitude, Longitude:	33.920532,-78.019798(est)

Administrative Information

Investigator In Charge (IIC):	Hicks, Preston
Additional Participating Persons:	BOB BLAKE; RALEIGH , NC
Original Publish Date:	June 11, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=8637

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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](#).