



# Aviation Investigation Final Report

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<b>Location:</b>	SUPPLY, North Carolina	<b>Accident Number:</b>	ATL93LA006
<b>Date &amp; Time:</b>	October 7, 1992, 13:00 Local	<b>Registration:</b>	N72HW
<b>Aircraft:</b>	PIPER PA-12	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Ferry		

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## Analysis

THE PRIVATE PILOT WAS TO FERRY THE AIRCRAFT FROM A PRIVATE, GRASS FIELD TO A LOCAL AIRPORT SO THAT AN ANNUAL INSPECTION COULD BE PERFORMED. AFTER ABOUT 30 MINUTES OF GROUND OPERATION TO FAMILIARIZE HIMSELF WITH THE HANDLING CHARACTERISTICS OF THE AIRCRAFT, HE ADDED FUEL AND PREPARED FOR TAKEOFF. DURING THE TAKEOFF ROLL, HE NOTICED THAT ACCELERATION WAS NOT VERY GOOD; HOWEVER, THE ENGINE WAS RUNNING SMOOTHLY. AFTER ROTATION, HE REALIZED THAT THE AIRCRAFT WOULD NOT CLEAR PERIMETER TREES, SO HE CLOSED THE THROTTLE AND ATTEMPTED TO FLY BETWEEN THEM. THE AIRCRAFT COLLIDED WITH TREES, THEN FELL INTO AN ADJACENT WATERWAY. THE PILOT LATER REPORTED THAT THE 1,100 FOOT LONG RUNWAY CONSISTED OF WET GRASS, WITH AREAS OF SOFT SAND. ON THE TAKEOFF ROLL, HE PULLED BACK ON THE STICK TO AVOID ROUGH AREAS. HE ALSO REPORTED THAT THE PREVAILING HEAD WIND HAD SHIFTED TO A TAIL WIND.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S INADEQUATE PREFLIGHT PLANNING, WHICH RESULTED IN HIS INABILITY TO ATTAIN A PROPER CLIMB RATE DURING THE TAKEOFF. FACTORS WERE THE RUNWAY CONDITIONS (SOFT, ROUGH TERRAIN, WET GRASS), THE PERIMETER TREES, AND THE TAIL WIND CONDITIONS.

## Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT

Phase of Operation: TAKEOFF - INITIAL CLIMB

### Findings

1. (F) OBJECT - TREE(S)
2. (F) TERRAIN CONDITION - ROUGH/UNEVEN
3. (F) TERRAIN CONDITION - WET
4. (F) TERRAIN CONDITION - SOFT
5. (F) WEATHER CONDITION - TAILWIND
6. (C) PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
7. (C) PROPER CLIMB RATE - NOT ATTAINED - PILOT IN COMMAND

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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

### Findings

8. TERRAIN CONDITION - WATER

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	53, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Front
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical--w/ waivers/lim	<b>Last FAA Medical Exam:</b>	December 31, 1991
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	750 hours (Total, all aircraft), 1 hours (Total, this make and model), 1 hours (Last 90 days, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	PIPER	<b>Registration:</b>	N72HW
<b>Model/Series:</b>	PA-12 PA-12	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Restricted (Special)	<b>Serial Number:</b>	12-1625
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	3
<b>Date/Type of Last Inspection:</b>	January 2, 2000 Annual	<b>Certified Max Gross Wt.:</b>	1750 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>		<b>Engine Model/Series:</b>	O-320
<b>Registered Owner:</b>	BELLAMY, KENNETH T.	<b>Rated Power:</b>	150 Horsepower
<b>Operator:</b>	CONKLIN, DALE L.	<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	ILM ,32 ft msl	<b>Distance from Accident Site:</b>	24 Nautical Miles
<b>Observation Time:</b>	12:50 Local	<b>Direction from Accident Site:</b>	60°
<b>Lowest Cloud Condition:</b>	Unknown	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	Broken / 8000 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	11 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	70°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30 inches Hg	<b>Temperature/Dew Point:</b>	24°C / 15°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	(NONE)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	SOUTHPORT , NC (SUT )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	13:00 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	NONE NONE	<b>Runway Surface Type:</b>	Grass/turf
<b>Airport Elevation:</b>	20 ft msl	<b>Runway Surface Condition:</b>	Soft;Wet
<b>Runway Used:</b>	18	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	1100 ft / 50 ft	<b>VFR Approach/Landing:</b>	None

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	34.010971,-78.260856(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Hicks, Ralph
<b>Additional Participating Persons:</b>	ROY G WATTS; MORRISVILLE , NC
<b>Original Publish Date:</b>	June 11, 1993
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=8690">https://data.nts.gov/Docket?ProjectID=8690</a>

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