



Aviation Investigation Final Report

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|--------------------------------|--------------------------------------|-------------------------|-----------------|
| Location: | Aberdeen, South Dakota | Accident Number: | GAA19CA147 |
| Date & Time: | February 23, 2019, 14:30 Local | Registration: | N37716 |
| Aircraft: | Porterfield CP 65 | Aircraft Damage: | Substantial |
| Defining Event: | Collision during takeoff/land | Injuries: | 1 Minor, 1 None |
| Flight Conducted Under: | Part 91: General aviation - Personal | | |

Analysis

The pilot reported that, during a touch-and-go landing on a frozen lake, the airplane struck a "drift of deep snow" and came to rest inverted. He added that he did not see the snow drift before landing.

The airplane sustained substantial damage to the right wing and empennage.

The pilot reported that there were no preaccident mechanical failures or malfunctions with the airplane that would have precluded normal operation.

Probable Cause and Findings

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

The pilot's selection of unsuitable terrain for landing, which resulted in a nose-over.

Findings

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| Personnel issues | Decision making/judgment - Pilot |
| Environmental issues | Snow/slush/ice covered surface - Effect on operation |

Factual Information

History of Flight

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| Landing | Collision during takeoff/land (Defining event) |
| Landing | Roll over |

Pilot Information

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| Certificate: | Commercial; Flight instructor | Age: | 65, Male |
| Airplane Rating(s): | Single-engine land; Single-engine sea; Multi-engine land | Seat Occupied: | Front |
| Other Aircraft Rating(s): | None | Restraint Used: | 3-point |
| Instrument Rating(s): | Airplane | Second Pilot Present: | No |
| Instructor Rating(s): | Airplane multi-engine; Airplane single-engine; Instrument airplane | Toxicology Performed: | No |
| Medical Certification: | Class 2 With waivers/limitations | Last FAA Medical Exam: | May 1, 2018 |
| Occupational Pilot: | Yes | Last Flight Review or Equivalent: | June 17, 2017 |
| Flight Time: | (Estimated) 10375 hours (Total, all aircraft), 150 hours (Total, this make and model), 10275 hours (Pilot In Command, all aircraft), 45 hours (Last 90 days, all aircraft), 15 hours (Last 30 days, all aircraft) | | |

Aircraft and Owner/Operator Information

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|--------------------------------------|--|---------------------------------------|-----------------|
| Aircraft Make: | Porterfield | Registration: | N37716 |
| Model/Series: | CP 65 No Series | Aircraft Category: | Airplane |
| Year of Manufacture: | 1941 | Amateur Built: | |
| Airworthiness Certificate: | Normal | Serial Number: | 945 |
| Landing Gear Type: | Tailwheel | Seats: | 2 |
| Date/Type of Last Inspection: | October 23, 2018 Annual | Certified Max Gross Wt.: | 1200 lbs |
| Time Since Last Inspection: | | Engines: | 1 Reciprocating |
| Airframe Total Time: | 3609 Hrs as of last inspection | Engine Manufacturer: | Continental |
| ELT: | Installed, activated, did not aid in locating accident | Engine Model/Series: | A65-8 |
| Registered Owner: | On file | Rated Power: | 65 Horsepower |
| Operator: | On file | Operating Certificate(s) Held: | None |

Meteorological Information and Flight Plan

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|---|----------------------------------|---|-------------------|
| Conditions at Accident Site: | Visual (VMC) | Condition of Light: | Day |
| Observation Facility, Elevation: | KABR,1300 ft msl | Distance from Accident Site: | 10 Nautical Miles |
| Observation Time: | 20:53 Local | Direction from Accident Site: | 123° |
| Lowest Cloud Condition: | Clear | Visibility | |
| Lowest Ceiling: | | Visibility (RVR): | |
| Wind Speed/Gusts: | 8 knots / | Turbulence Type Forecast/Actual: | None / None |
| Wind Direction: | 350° | Turbulence Severity Forecast/Actual: | N/A / N/A |
| Altimeter Setting: | 29.87 inches Hg | Temperature/Dew Point: | -7°C / -11°C |
| Precipitation and Obscuration: | No Obscuration; No Precipitation | | |
| Departure Point: | Aberdeen, SD (ABR) | Type of Flight Plan Filed: | None |
| Destination: | Aberdeen, SD (ABR) | Type of Clearance: | None |
| Departure Time: | 14:00 Local | Type of Airspace: | Class G |

Wreckage and Impact Information

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|----------------------------|-----------------|-----------------------------|---------------------------|
| Crew Injuries: | 1 Minor | Aircraft Damage: | Substantial |
| Passenger Injuries: | 1 None | Aircraft Fire: | None |
| Ground Injuries: | N/A | Aircraft Explosion: | None |
| Total Injuries: | 1 Minor, 1 None | Latitude, Longitude: | 45.534721,-98.613052(est) |

Administrative Information

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| Investigator In Charge (IIC): | Benhoff, Kathryn |
| Additional Participating Persons: | Dwight Pladson; FAA; Rapid City, SD |
| Original Publish Date: | November 6, 2019 |
| 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=99019 |

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](#).