



National Transportation Safety Board Aviation Accident Final Report

Location:	LAKEVIEW, OR	Accident Number:	SEA96TA046
Date & Time:	02/01/1996, 1615 PST	Registration:	N2866B
Aircraft:	Christen Industries A-1	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor, 1 None
Flight Conducted Under:	Public Aircraft		

Analysis

The aircraft was being used on an animal control flight, and the pilot was executing a low pass over a frozen, flat, snow covered lake surface, in pursuit of a coyote. During this maneuver, the gunner's weapon jammed, and the pilot diverted his attention to the direction of the weapon's muzzle, which was pointed toward a fuel tank. Immediately thereafter, the aircraft's wheels dug in the snow covered surface, and the aircraft nosed over. An overcast existed at the time, and there was a lack of references available on the smooth, even surface of the lake to enhance the pilot's depth perception.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: failure of the pilot to maintain altitude/clearance from the terrain (snow covered, frozen lake). Factors relating to the accident were: the pilot's attention being diverted to a perceived safety hazard, and lack of visual cues for pilot perception of clearance from the lake surface.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: MANEUVERING

Findings

1. TERRAIN CONDITION - SNOW COVERED
2. (C) ALTITUDE/CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
3. (F) DIVERTED ATTENTION - PILOT IN COMMAND
4. (F) VISUAL/AURAL PERCEPTION - PILOT IN COMMAND

Factual Information

On February 1, 1996, approximately 1615 Pacific standard time, a Christen Industries, Inc., A-1, N2866B, operated by the U.S. Department of Agriculture on an exclusive use lease, was substantially damaged during a collision with terrain while maneuvering. The certificated commercial pilot sustained minor injuries and the passenger was uninjured. The accident occurred on the frozen, snow covered surface of Goose Lake, approximately five miles southeast of the Lakeview Airport, Lakeview, Oregon. The flight, which was to be operated for the purposes of animal control, was public in nature. Visual meteorological conditions prevailed and no flight plan had been filed. The aircraft had originated from Lakeview approximately 1400 hours and was on a local flight.

In an interview, the pilot reported that while executing a low pass in the vicinity of a coyote the gunner's weapon jammed. The pilot, concerned as to the direction in which the weapon was aimed (towards a fuel tank), shifted his attention to the gun barrel to move it away from critical aircraft areas. During this event the aircraft's main gear touched down on the snow covered lake surface. Tracks from the wheels indicated a ground roll of approximately 30 feet before the aircraft nosed over.

There were no references on the surface of the lake, e.g., fence posts, trees, brush, rocks to provide the pilot with depth perception cues. An overcast existed which filtered the late afternoon sunlight reducing surface shadow effects, and the sun angle was low at the time of the accident.

Pilot Information

Certificate:	Commercial	Age:	38, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
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:	12/08/1995
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	2232 hours (Total, all aircraft), 1856 hours (Total, this make and model), 2105 hours (Pilot In Command, all aircraft), 106 hours (Last 90 days, all aircraft), 53 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Christen Industries	Registration:	N2866B
Model/Series:	A-1 A-1	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	1002
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	01/08/1996, 100 Hour	Certified Max Gross Wt.:	1800 lbs
Time Since Last Inspection:	35 Hours	Engines:	1 Reciprocating
Airframe Total Time:	3436 Hours	Engine Manufacturer:	Lycoming
ELT:	Installed, activated, aided in locating accident	Engine Model/Series:	O-360-C1G
Registered Owner:	BAINE, CLARK	Rated Power:	180 hp
Operator:	US DEPARTMENT OF AGRICULTURE	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	LKV, 4729 ft msl	Distance from Accident Site:	5 Nautical Miles
Observation Time:	1611 PST	Direction from Accident Site:	140°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	10 Miles
Lowest Ceiling:	Overcast / 1800 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	340°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	-4° C / -7° C
Precipitation and Obscuration:			
Departure Point:	, OR (LKV)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1400 PST	Type of Airspace:	Class G

Wreckage and Impact Information

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:	

Administrative Information

Investigator In Charge (IIC): STEVEN A MCCREARY **Report Date:** 02/28/1997

Additional Participating Persons: MICHAEL MERRALL; HILLSBORO, OR

Publish Date:

Investigation Docket: NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinq@ntsb.gov, or at 800-877-6799. Dockets released after this date are available at <http://dms.nts.gov/pubdms/>.

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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).