



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	BELUGA, AK	<b>Accident Number:</b>	ANC92LA160
<b>Date &amp; Time:</b>	09/02/1992, 1200 AKD	<b>Registration:</b>	N2072Y
<b>Aircraft:</b>	DALE CONOVER TUNDRA PUP	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None

**Flight Conducted Under:** Part 91: General Aviation - Personal

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## Analysis

THE PILOT OF THE HOMEBUILT AIRCRAFT ATTEMPTED TAKEOFF FROM REMOTE GRASS STRIP WITH 200 LBS OF MOOSE MEAT. THE AIRCRAFT FAILED TO CLEAR TREES AT THE END OF THE STRIP AND STRUCK A TREE WITH THE LEFT WING. THE PILOT INDICATED THAT THE PREFLIGHT PLANNING WAS FAULTY AND THAT HE MISJUDGED CLEARANCE. HE SAID HE BELIEVED THE HOMEBUILT WAS NOT OVERLOADED. WEATHER REPORTEDLY NOT A FACTOR.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE INADEQUATE PREFLIGHT PLANNING/PREPARATION BY THE PILOT. A FACTOR WAS THE PILOT MISJUDGED HIS CLEARANCE FROM THE TREES.

## Findings

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Occurrence #1: IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation: DESCENT - EMERGENCY

### Findings

1. (C) PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. OBJECT - TREE(S)
3. (F) CLEARANCE - MISJUDGED - PILOT IN COMMAND

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	49, Male
<b>Airplane Rating(s):</b>	Single-engine Land; Single-engine Sea	<b>Seat Occupied:</b>	Front
<b>Other Aircraft Rating(s):</b>	Glider	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<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--no waivers/lim.	<b>Last FAA Medical Exam:</b>	09/25/1989
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	3200 hours (Total, all aircraft), 2740 hours (Total, this make and model), 70 hours (Last 90 days, all aircraft), 50 hours (Last 30 days, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	DALE CONOVER	<b>Registration:</b>	N2072Y
<b>Model/Series:</b>	TUNDRA PUP TUNDRA PUP	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	Yes
<b>Airworthiness Certificate:</b>	Experimental	<b>Serial Number:</b>	89-2001
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	01/01/1991, Annual	<b>Certified Max Gross Wt.:</b>	1750 lbs
<b>Time Since Last Inspection:</b>	60 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	290 Hours	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	O-320-A2B
<b>Registered Owner:</b>	DALE L. CONOVER	<b>Rated Power:</b>	160 hp
<b>Operator:</b>	DALE L. CONOVER	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	20 Miles
Lowest Ceiling:	Broken / 4500 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	225°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	11° C
Precipitation and Obscuration:			
Departure Point:	, AK	Type of Flight Plan Filed:	None
Destination:	WASILLA, AK (0AQ1)	Type of Clearance:	None
Departure Time:	1500 ADT	Type of Airspace:	Class G

## Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	DOUGLAS R HERLIHY	Report Date:	09/28/1993
Additional Participating Persons:	MICHAEL DOLSEN; ANCHORAGE, AK		
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 <a href="mailto:pubinquiry@ntsb.gov">pubinquiry@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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](#).