



National Transportation Safety Board Aviation Accident Final Report

Location:	GLENNALLEN, AK	Accident Number:	ANC83FA064
Date & Time:	04/02/1983, 1145 AST	Registration:	N2826M
Aircraft:	PIPER PA-12	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 Fatal

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

WITNESSES REPORTED THAT AFTER TAKEOFF, THE PLT FLEW BY A CABIN AT APPROXIMATELY 200 FT, SIGNALLED BY ROCKING THE ACFT'S WINGS, THEN BEGAN A GRADUAL CLIMB. THE CLIMB INCREASED IN STEEPNESS UNTIL 1 WITNESS COULD SEE THE ENTIRE TOP OF THE ACFT. IT THEN NOSED OVER, MADE 1 1/2 TO 2 1/2 TURNS & CRASHED. AN INVESTIGATION REVEALED NO SPECIFIC PREIMPACT MALFUNCTION OR FAILURE. HOWEVER, AN INVESTIGATION REVEALED THAT ACFT HAD RECEIVED 3 MAJOR MODIFICATIONS, 2 OF WHICH WERE UNDER SUPPLEMENTAL TYPE CERTIFICATES (STC'S). A MODIFIED ELEVATOR BELLCRANK HAD BEEN INSTALLED, BUT THERE WAS NO FLOOR OR PROTECTIVE COVERING INSTALLED OVER THE BELLCRANK. ONLY A CANVAS BARRIER PROTECTED THE BELLCRANK FROM ITEMS PLACED IN THE BAGGAGE COMPARTMENT. THE EDGES OF THE CANVAS DID NOT EXTEND TO THE SIDES, TOP & BOTTOM OF THE FUSELAGE, BUT INSTEAD, THERE WAS A 2 TO 3 INCH CAP, LACED WITH THE STRING TO HOLD THE CANVAS SECURE. A WHISK BROOM WAS FOUND IN THE PROXIMITY OF THE ELEVATOR BELLCRANK.

Probable Cause and Findings

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

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: CLIMB

Findings

1. (C) FLT CONTROL SYST,ELEVATOR CONTROL - FOREIGN OBJECT
2. (C) FLT CONTROL SYST,ELEVATOR CONTROL - MOVEMENT RESTRICTED
3. AIRCRAFT HANDLING - NOT POSSIBLE
4. STALL/SPIN - UNCONTROLLED

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

Pilot Information

Certificate:	Commercial	Age:	34, Male
Airplane Rating(s):	Single-engine Land; Single-engine Sea	Seat Occupied:	Front
Other Aircraft Rating(s):		Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	Yes
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	10/05/1982
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	779 hours (Total, all aircraft), 244 hours (Total, this make and model), 653 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N2826M
Model/Series:	PA-12 PA-12	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	12-1307
Landing Gear Type:	Ski; Tailwheel	Seats:	3
Date/Type of Last Inspection:	07/15/1982, Annual	Certified Max Gross Wt.:	1625 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	1527 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed, activated	Engine Model/Series:	O-320-A2A
Registered Owner:	PAUL R. BONIFACE	Rated Power:	150 hp
Operator:	PAUL R. BONIFACE	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	GKN, 1578 ft msl	Distance from Accident Site:	37 Nautical Miles
Observation Time:	1000 AST	Direction from Accident Site:	289°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	40 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	Calm /	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	-2° C / -10° C
Precipitation and Obscuration:			
Departure Point:	LAKE LOUISE, AK	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1143 AST	Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Substantial
Passenger Injuries:	1 Fatal	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Fatal	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	GEORGE KOBELNYK	Report Date:	
Additional Participating Persons:			
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 pubinquiry@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](#).