



## National Transportation Safety Board Aviation Accident Factual Report

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<b>Location:</b>	Ashland, ME	<b>Accident Number:</b>	NYC02LA003
<b>Date &amp; Time:</b>	10/02/2001, 1400 EDT	<b>Registration:</b>	N2528M
<b>Aircraft:</b>	Piper PA-12	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 Minor
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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On October 2, 2001, about 1400 eastern daylight time, a Piper PA-12, N2528M, was substantially damaged during a forced landing near Ashland, Maine. The certificated commercial pilot sustained minor injuries. Visual meteorological conditions prevailed and no flight plan had been filed for the flight destined for the Shin Pond Seaplane Base (85B), Patten, Maine. The personal flight was conducted under 14 CFR Part 91.

In a written statement, the pilot said the airplane's fuel tanks were "topped off" on September 29, 2001, at 85B, before a flight to "Fish River Lake, Moose Point Lodge." The following day, the pilot flew to East Grand Lake, Orient, Maine, and then returned to Fish River Lake. The morning of the accident, the pilot conducted a 1 hour local flight, and then departed Fish River Lake with the intention of refueling at 8B5. The pilot stated that the airplane's fuel quantity gauges indicated that the right fuel tank was empty, and the left tank was "close to 1/2;" which should have allowed him to reach his destination; however, due to "heading winds" and the use of a "higher rpm," the airplane "ran out of fuel." The airplane experienced a loss of engine power and impacted trees during the ensuing forced landing.

Examination of the airplane by a Federal Aviation Administration inspector did not reveal any pre-impact mechanical malfunctions. Both fuel tanks remained intact and there was no evidence of a fuel spill. Approximately 1/2 gallon of fuel was observed in the airplane's fuel system. Additionally, the fuel line which connected from the airframe fuel filter to the carburetor was removed and contained "a few drops" of fuel.

## Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	55, Male
<b>Airplane Rating(s):</b>	Single-engine Land; Single-engine Sea	<b>Seat Occupied:</b>	Center
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt
<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 2 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	08/09/2001
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	09/07/2001
<b>Flight Time:</b>	352 hours (Total, all aircraft), 22 hours (Total, this make and model), 321 hours (Pilot In Command, all aircraft), 33 hours (Last 90 days, all aircraft), 22 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Piper	<b>Registration:</b>	N2528M
<b>Model/Series:</b>	PA-12	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	12-1019
<b>Landing Gear Type:</b>	Float	<b>Seats:</b>	3
<b>Date/Type of Last Inspection:</b>	09/06/2001, Annual	<b>Certified Max Gross Wt.:</b>	1750 lbs
<b>Time Since Last Inspection:</b>	24 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	4660 Hours at time of accident	<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	O-320-A2B
<b>Registered Owner:</b>	Robert D. Ellis	<b>Rated Power:</b>	150 hp
<b>Operator:</b>	Robert D. Ellis	<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:	PQJ, 534 ft msl	Distance from Accident Site:	17 Nautical Miles
Observation Time:	1335 EDT	Direction from Accident Site:	70°
Lowest Cloud Condition:	Few / 7500 ft agl	Visibility	10 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	11 knots / 18 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	300°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.64 inches Hg	Temperature/Dew Point:	20° C / 6° C
Precipitation and Obscuration:			
Departure Point:	Fish Pond Lake, ME (NONE)	Type of Flight Plan Filed:	None
Destination:	PATTEN, ME (85B)	Type of Clearance:	None
Departure Time:	1330 EDT	Type of Airspace:	Class G

## Wreckage and Impact Information

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

## Administrative Information

Investigator In Charge (IIC):	Luke Schiada
Additional Participating Persons:	Dennis Delo; Portland, ME
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:pubinq@ntsb.gov">pubinq@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> .