



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	Skwentna, AK	<b>Accident Number:</b>	ANC09CA028
<b>Date &amp; Time:</b>	04/04/2009, 1400 AKD	<b>Registration:</b>	N2997M
<b>Aircraft:</b>	PIPER PA-12	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Collision during takeoff/land	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

The private pilot reported that before landing on the frozen snow-covered lake in a ski-equipped airplane, he intended to do a touch-and-go landing to check the snow conditions. He said that variable and gusty north-northwesterly winds required him to depart into an area of rising, tree-covered terrain. After landing to the northwest, he added full engine power and the airplane became airborne, but would not climb fast enough to outclimb the rising terrain. In the pilot's written statement to the NTSB, he stated that he: "Failed to fully recognize situation in time to abort departure..." The pilot indicated that the airplane collided with tree-covered terrain at the departure end of the lake. The airplane sustained substantial damage to the wings, fuselage, and empennage. The pilot indicated that there were no preaccident mechanical problems with the airplane.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's selection of an unsuitable landing/takeoff area with an unfavorable wind.

## Findings

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<b>Aircraft</b>	Aircraft oper/perf/capability - Capability exceeded
<b>Personnel issues</b>	Decision making/judgment - Pilot (Cause)
<b>Environmental issues</b>	Terrain - Contributed to outcome Variable wind - Effect on operation

## Factual Information

### History of Flight

Takeoff	Collision during takeoff/land (Defining event)
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### Pilot Information

Certificate:	Private	Age:	46, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 With Waivers/Limitations	Last Medical Exam:	02/27/2008
Occupational Pilot:	No	Last Flight Review or Equivalent:	05/22/2007
Flight Time:	933 hours (Total, all aircraft), 823 hours (Total, this make and model), 859 hours (Pilot In Command, all aircraft), 6 hours (Last 90 days, all aircraft), 2 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

Aircraft Manufacturer:	PIPER	Registration:	N2997M
Model/Series:	PA-12	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	12-1472
Landing Gear Type:	Ski	Seats:	3
Date/Type of Last Inspection:	02/05/2009, Annual	Certified Max Gross Wt.:	1750 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	3185 Hours	Engine Manufacturer:	LYCOMING
ELT:	C91 installed, not activated	Engine Model/Series:	O-320 SERIES
Registered Owner:	WIITA CHRIS D	Rated Power:	160 hp
Operator:	WIITA CHRIS D	Air Carrier Operating Certificate:	None

## Meteorological Information and Flight Plan

Observation Facility, Elevation:		Observation Time:	
Distance from Accident Site:		Condition of Light:	Day
Direction from Accident Site:		Conditions at Accident Site:	Visual Conditions
Lowest Cloud Condition:	Clear	Temperature/Dew Point:	2° C / -4° C
Lowest Ceiling:	None	Visibility	10 Miles
Wind Speed/Gusts, Direction:	15 knots/ 25 knots, Variable	Visibility (RVR):	
Altimeter Setting:		Visibility (RVV):	
Precipitation and Obscuration:			
Departure Point:	Anchorage, AK (PAMR)	Type of Flight Plan Filed:	None
Destination:	Skwentna, AK	Type of Clearance:	None
Departure Time:	1245 ADT	Type of Airspace:	

## 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		

## Administrative Information

Investigator In Charge (IIC):	Clinton O Johnson	Adopted Date:	07/28/2009
Additional Participating Persons:	Keith M Fiero; Federal Aviation Administration (Airworthiness); Anchorage, AK		
Publish Date:	07/28/2009		
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
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> .		

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