



National Transportation Safety Board Aviation Accident Data Summary

Location:	Skwentna, AK	Accident Number:	ANC09CA028
Date & Time:	04/04/2009, 1400 AKD	Registration:	N2997M
Aircraft:	PIPER PA-12	Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

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.

Flight Events

Takeoff - Collision during takeoff/land

Probable Cause

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

Aircraft-Aircraft oper/perf/capability-(general)-(general)-Capability exceeded
Personnel issues-Action/decision-Info processing/decision-Decision making/judgment-Pilot - C
Environmental issues-Physical environment-Terrain-(general)-Contributed to outcome
Environmental issues-Conditions/weather/phenomena-Wind-Variable wind-Effect on operation

Pilot Information

Certificate:	Private	Age:	46
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
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	Engines:	1 Reciprocating
Operator:	WIITA CHRIS D	Engine Manufacturer:	LYCOMING
Air Carrier Operating Certificate:	None	Engine Model/Series:	O-320 SERIES
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Observation Facility, Elevation:		Weather Information Source:	Pilot
Conditions at Accident Site:	Visual Conditions	Lowest Ceiling:	None
Condition of Light:	Day	Wind Speed/Gusts, Direction:	15 knots/ 25 knots, Variable
Temperature:	2°C / -4°C	Visibility	10 Miles
Precipitation and Obscuration:			
Departure Point:	Anchorage, AK (PAMR)	Destination:	Skwentna, AK

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

Administrative Information

Investigator In Charge (IIC):	Clinton O Johnson	Adopted 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 pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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.