



National Transportation Safety Board Aviation Accident Data Summary

Location:	Beatty, NV	Accident Number:	WPR13FA001
Date & Time:	10/02/2012, 2024 PDT	Registration:	N7895W
Aircraft:	PIPER PA-28-180	Injuries:	1 Serious
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The pilot reported that a temporary flight restriction (TFR) was in effect for his intended destination airport and that he was unclear on whether the TFR would prevent him from landing at that airport. The TFR stated that transit operations were allowed only if a discrete code was assigned by air traffic control (ATC) before the airplane's departure. The pilot mistakenly thought he could pick up the discrete code while airborne. Because the pilot was unable to contact ATC at his intended destination during the flight and the airplane was running low on fuel, he diverted to an alternate airport. At the alternate airport, the pilot initiated a straight-in approach to the runway in darkness, over flat, featureless terrain; the pilot reported that the only airport lighting he saw was the airport beacon. During the approach, the airplane struck high tension power lines about 1 mile south of the runway. Further, according to an applicable notice to airmen, the airport that the pilot diverted to was closed when the accident occurred. The pilot most likely flew a lower than desired approach altitude due to the night time conditions and featureless terrain. The pilot reported that there were no preimpact mechanical malfunctions or failures with the airplane or engine that would have precluded normal operation.

Flight Events

Approach - Controlled flight into terr/obj (CFIT)

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's inadequate flight planning, subsequent loss of situational awareness, and failure to maintain clearance from the power lines during a dark night approach to a closed, unlit runway.

Findings

Personnel issues-Task performance-Planning/preparation-Flight planning/navigation-Pilot - C

Personnel issues-Experience/knowledge-Knowledge-Knowledge of geographic area-Pilot - C

Personnel issues-Psychological-Perception/orientation/illusio-Situational awareness-Pilot - C

Environmental issues-Conditions/weather/phenomena-Light condition-Dark-Ability to respond/compensate

Environmental issues-Physical environment-Object/animal/substance-Wire-Effect on operation

Pilot Information

Certificate:	Commercial; Private	Age:	69
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	1528 hours (Total, all aircraft), 967 hours (Total, this make and model), 1450 hours (Pilot In Command, all aircraft), 38 hours (Last 90 days, all aircraft), 23 hours (Last 30 days, all aircraft), 12 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	PIPER	Registration:	N7895W
Model/Series:	PA-28-180	Engines:	1 Reciprocating
Operator:	HARRIS BERNARD J JR	Engine Manufacturer:	LYCOMING
Air Carrier Operating Certificate:	None	Engine Model/Series:	O&VO-360 SER
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Observation Facility, Elevation:	DRA, 3314 ft msl	Weather Information Source:	Weather Observation Facility
Conditions at Accident Site:	Visual Conditions	Lowest Ceiling:	None
Condition of Light:	Night/Dark	Wind Speed/Gusts, Direction:	Light and Variable, Variable
Temperature:	26°C / -9°C	Visibility	10 Miles
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Reno-Stead, NV (RTS)	Destination:	Henderson Exec, NV (HND)

Airport Information

Airport:	Beatty Airport (BTY)	Runway Surface Type:	Asphalt
Runway Used:	34	Runway Surface Condition:	Dry
Runway Length/Width:	5160 ft / 60 ft		

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None

Administrative Information

Investigator In Charge (IIC):	Albert P Nixon	Adopted Date:	11/06/2013
Investigation Docket:	http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=85225		

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.