



**National Transportation Safety Board
Factual Data Collection Report of Accident**

LAX07CA187

Aircraft Reg No: N246AM
Most Critical Injury: Serious

Location/Time

Nearest City/Place: Winston, MT
Occurrence Date: 06/03/2007
Occurrence Time: 1045 MDT

Flight Itinerary

Last Depart. Point: Townsend, MT
Destination: Local Flight

Aircraft Information

Type of Aircraft: Airplane (not Homebuilt)
Make/Model: Aviat / Husky A1-B
Serial Number: 2246
Landing Gear: Tailwheel
Engine Type: Reciprocating
Engine Make/Model: Lycoming / O-360-A1P
Aircraft Damage: Destroyed
Aircraft Fire: Ground

Operator Information

Registered Acft Owner: Jon C Kantorowicz
Operator of Aircraft: Jon C Kantorowicz
Operator Address: Great Falls, MT
Reg. Flt. Conducted Under: Part 91: General Aviation

Weather

Condition of Light: Day
Wx Cond. at Site: Visual Conditions

First Pilot Information

Cert(s)/Rating(s): Private; Multi-engine Land; Single-engine Land

Flight Time (Hours)

Instrument Ratings: Airplane
Medical Cert: Class 3
Date of Last Med. Exam: 05/2006

Total All Aircraft: 1070
Total Make/Model: 370

Injury Summary

	<u>Fatal</u>	<u>Serious</u>	<u>Minor/None</u>
Crew	0	2	0
Pass	0	0	0

Narrative

*** This investigation is based on information furnished by the Pilot/Operator. Additional details may be found in the Form 6120.1***

The pilot was participating in a mountain flying seminar and was flying with a CFI. They departed Townsend Airport, Montana, at 1015. The purpose of the flight was instructional in nature intended to practice short canyon turns. The pilot proceeded northwest in search of a suitable canyon. They flew the first canyon at 300 feet agl, 70 mph, 20 degrees of flaps, along the south side of the canyon, and rode a few thermals. Identifying areas where thermal lift could be found was part of the instructional flight. He then crossed into another canyon that was full of burned terrain and dead fall trees. This canyon he flew at 300 to 350 feet agl, 60 to 65 mph, and full flaps. The pilot angled his plane towards a rock cliff expecting to pickup thermal lift from the warm rocks. He flew with the wing tip about 10 feet from the cliff. The climb stopped, the airspeed fell off, and the wing stalled. He turned left, applied full throttle, and lowered the nose of the airplane. The descent was rapid as he tried to direct the airplane between deadfall trees into a drainage gully. The airplane's descent continued and he tried to land the airplane as gently as he could. After the collision with the sloped terrain, both pilots egressed the airplane just before it was engulfed in flames. The pilot stated that the airplane and engine had no mechanical failures or malfunctions during the flight.