



Aviation Investigation Final Report

Location:	Pacific City, Oregon	Accident Number:	WPR20CA316
Date & Time:	September 22, 2020, 11:40 Local	Registration:	N7754H
Aircraft:	Piper PA 12	Aircraft Damage:	Substantial
Defining Event:	Abnormal runway contact	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot of the tailwheel-equipped airplane reported that, on touchdown the airplane bounced, touched down a second time and pulled to the right. He attempted to correct with elevator and left brake but was unsuccessful. The airplane subsequently nosed over and came to rest inverted. The airplane sustained substantial damage to the rudder and wing lift strut.

The pilot reported that after the accident, the airplane was righted and with considerable drag and right-turning tendency, the airplane was pushed to a hangar. The pilot stated that he examined the tailwheel assembly and area and did not find any damage. The pilot also removed the main landing gear tires for transport before an examination could be conducted, thus compromising the integrity of the brake assemblies and precluded an accurate postaccident follow-up examination of the brake system.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

A loss of directional control during landing for reasons that could not be determined due to lack of available evidence.

Findings

Aircraft	Directional control - Not attained/maintained
Not determined	(general) - Unknown/Not determined

Factual Information

History of Flight

Landing-flare/touchdown	Abnormal runway contact (Defining event)
Landing	Nose over/nose down

Pilot Information

Certificate:	Airline transport; Commercial; Flight engineer; Flight instructor; Private	Age:	62, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Unknown
Instrument Rating(s):	Airplane	Second Pilot Present:	
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine; Instrument airplane	Toxicology Performed:	
Medical Certification:	Unknown	Last FAA Medical Exam:	June 18, 2020
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	June 23, 2020
Flight Time:	34307 hours (Total, all aircraft), 1435 hours (Total, this make and model), 21860 hours (Pilot In Command, all aircraft), 243 hours (Last 90 days, all aircraft), 87 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Passenger Information

Certificate:		Age:	
Airplane Rating(s):		Seat Occupied:	Unknown
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):		Second Pilot Present:	
Instructor Rating(s):		Toxicology Performed:	
Medical Certification:		Last FAA Medical Exam:	
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:			

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N7754H
Model/Series:	PA 12 No Series	Aircraft Category:	Airplane
Year of Manufacture:	1946	Amateur Built:	
Airworthiness Certificate:	Normal; Utility	Serial Number:	12-652
Landing Gear Type:	Tailwheel	Seats:	3
Date/Type of Last Inspection:	December 19, 2019 100 hour	Certified Max Gross Wt.:	1930 lbs
Time Since Last Inspection:	61 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	4189 Hrs	Engine Manufacturer:	Lycoming
ELT:	C126 installed, activated, aided in locating accident	Engine Model/Series:	O-235 SERIES
Registered Owner:	Byers Dennis L	Rated Power:	150
Operator:	Ricardo Byers	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:		Visibility	10 miles
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	None /
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.07 inches Hg	Temperature/Dew Point:	17°C / 12°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Salem , OR	Type of Flight Plan Filed:	None
Destination:	Pacific City, OR (KPFC)	Type of Clearance:	None
Departure Time:	11:10 Local	Type of Airspace:	Class G

Airport Information

Airport:	Pacific City State Airport PFC	Runway Surface Type:	Asphalt
Airport Elevation:	10 ft msl	Runway Surface Condition:	Dry
Runway Used:	32	IFR Approach:	None
Runway Length/Width:	1860 ft / 30 ft	VFR Approach/Landing:	Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	45.189601,-123.96057(est)

Administrative Information

Investigator In Charge (IIC): Hogenson, Dennis

Additional Participating Persons:

Original Publish Date: August 20, 2021

Last Revision Date:

Investigation Class: [Class 4](#)

Note: This accident report documents the factual circumstances of this accident as described to the NTSB.

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=102036>

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The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).