



# Aviation Investigation Final Report

<b>Location:</b>	COALVILLE, Utah	<b>Accident Number:</b>	DEN83LA079
<b>Date &amp; Time:</b>	March 13, 1983, 15:00 Local	<b>Registration:</b>	N3743M
<b>Aircraft:</b>	PIPER PA-12	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

THE ACFT NOSED OVER DURING AN PRECAUTIONARY LANDING DUE TO DETERIORATING WEATHER. THE PLT HAD RECEIVED A WEATHER BRIEFING. THE WX CONDITIONS DETERIORATED ENROUTE DUE TO A SNOW STORM AND THE PLT ELECTED TO LAND ON A PRIVATE STRIP TO AWAIT IMPROVED WEATHER. THE AIRSTRIP SEEMED HARD PACKED ENOUGH WHEN THE PLT SURVEYED IT FROM THE AIR AND IT DID HOLD UP THE ACFT UNTIL IT DECELERATED. THE RIGHT WHEEL SANK INTO THE SNOW AT SLOW SPEED AND THE ACFT NOSED OVER.

## Probable Cause and Findings

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

### Findings

Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER

Phase of Operation: CRUISE - NORMAL

#### Findings

1. (F) WEATHER CONDITION - SNOW
2. (C) FLIGHT INTO KNOWN ADVERSE WEATHER - ATTEMPTED - PILOT IN COMMAND
3. (F) WEATHER CONDITION - CLOUDS
4. (C) WEATHER EVALUATION - MISJUDGED - PILOT IN COMMAND

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Occurrence #2: FORCED LANDING  
Phase of Operation: LANDING - ROLL

Findings

- 5. (F) PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
- 6. (C) UNSUITABLE TERRAIN OR TAKEOFF/LANDING/TAXI AREA - SELECTED - PILOT IN COMMAND

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Occurrence #3: NOSE OVER  
Phase of Operation: LANDING - ROLL

Findings

- 7. (F) TERRAIN CONDITION - SNOW COVERED

## Factual Information

### Pilot Information

<b>Certificate:</b>	Airline transport	<b>Age:</b>	35, Male
<b>Airplane Rating(s):</b>	Single-engine land; Single-engine sea; Multi-engine land; Multi-engine sea	<b>Seat Occupied:</b>	Front
<b>Other Aircraft Rating(s):</b>	Helicopter	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane; Helicopter	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	Gyroplane	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	September 9, 1982
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	8293 hours (Total, all aircraft), 60 hours (Total, this make and model), 5454 hours (Pilot In Command, all aircraft), 92 hours (Last 90 days, all aircraft), 7 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	PIPER	<b>Registration:</b>	N3743M
<b>Model/Series:</b>	PA-12 PA-12	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>		<b>Serial Number:</b>	12-2678
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	July 8, 1982 Annual	<b>Certified Max Gross Wt.:</b>	1625 lbs
<b>Time Since Last Inspection:</b>	45 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	1445 Hrs	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed	<b>Engine Model/Series:</b>	O-320
<b>Registered Owner:</b>	WAYNE A. JOHNSON	<b>Rated Power:</b>	
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>		<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>		<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Unknown	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	Overcast / 1200 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	/	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	0°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>		<b>Temperature/Dew Point:</b>	1°C
<b>Precipitation and Obscuration:</b>	Light - None - Snow		
<b>Departure Point:</b>	STEAMBOAT SPRGS, CO (SBS)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	12:30 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	PRIVATE AIRSTRIP NONE	<b>Runway Surface Type:</b>	
<b>Airport Elevation:</b>		<b>Runway Surface Condition:</b>	Snow
<b>Runway Used:</b>	0	<b>IFR Approach:</b>	
<b>Runway Length/Width:</b>		<b>VFR Approach/Landing:</b>	Forced landing

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	40.879558,-111.310119(est)

## Administrative Information

**Investigator In Charge (IIC):** Greaves, Thomas

**Additional Participating Persons:**

**Original Publish Date:**

**Last Revision Date:**

**Investigation Class:** [Class](#)

**Note:**

**Investigation Docket:** <https://data.ntsb.gov/Docket?ProjectID=16052>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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