



Aviation Investigation Final Report

Location:	WATSON, Arkansas	Accident Number:	FTW94LA223
Date & Time:	July 4, 1994, 09:30 Local	Registration:	N2986M
Aircraft:	PIPER PA-12	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT ATTEMPTED TO EXECUTE A SHORT FIELD APPROACH TO A 900 FOOT LONG SANDY, GRASS ROAD. THE PILOT WAS UNABLE TO SLOW DOWN THE AIRPLANE ON FINAL APPROACH. THE PILOT DID NOT ABORT THE APPROACH AND OVERRAN THE THRESHOLD AT THE END OF THE ROAD. THE AIRPLANE NOSED OVER AFTER COLLIDING WITH A DIRT EMBANKMENT COMING TO REST INVERTED.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: WAS THE EXCESSIVE AIRSPEED DURING APPROACH AND THE PILOT'S FAILURE TO EXECUTE A MISSED APPROACH.

Findings

Occurrence #1: OVERRUN
Phase of Operation: LANDING - FLARE/TOUCHDOWN

- Findings
1. (C) AIRSPEED - EXCESSIVE - PILOT IN COMMAND
 2. (C) GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
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Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING - ROLL

Findings

3. TERRAIN CONDITION - LOOSE GRAVEL/SANDY

4. TERRAIN CONDITION - DIRT BANK/RISING EMBANKMENT

Occurrence #3: NOSE OVER

Phase of Operation: OTHER

Factual Information

On July 4, 1994, at 0930 central daylight time, a Piper PA-12, N2986M, was substantially damaged during landing near Watson, Arkansas. The private pilot was not injured. Visual meteorological conditions prevailed for the personal flight.

According to the pilot, a short field approach was executed to a 900 foot "sandy grass private road strip" with tall trees at the departure end of the strip. The pilot further stated that the approach speed appeared to be faster than normal and he was unable to slow down the airplane while on final approach.

The pilot added that he was not able to abort the landing, so he attempted to use maximum braking to avoid over running the end of the landing strip. The airplane overran the end of the strip and colliding with a dirt embankment. The airplane nosed over and came to rest inverted.

Pilot Information

Certificate:	Private	Age:	25, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	February 17, 1994
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	220 hours (Total, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N2986M
Model/Series:	PA-12 PA-12	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal; Utility	Serial Number:	12-1371
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	March 12, 1994 Annual	Certified Max Gross Wt.:	1750 lbs
Time Since Last Inspection:	100 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2238 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Not installed	Engine Model/Series:	O-235-C
Registered Owner:	SMITH, JAMES K.	Rated Power:	100 Horsepower
Operator:		Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	PBF ,206 ft msl	Distance from Accident Site:	29 Nautical Miles
Observation Time:	10:00 Local	Direction from Accident Site:	310°
Lowest Cloud Condition:	Clear	Visibility	5 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	160°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	31°C / 26°C
Precipitation and Obscuration:	N/A - None - Haze		
Departure Point:	DUMAS , AR (NONE)	Type of Flight Plan Filed:	None
Destination:	(NONE)	Type of Clearance:	None
Departure Time:	00:00 Local	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:	242 ft msl	Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	33.889404,-91.250305(est)

Administrative Information

Investigator In Charge (IIC):	Casanova, Hector
Additional Participating Persons:	RODNEY D WILLIAMSON; LITTLE ROCK , AR
Original Publish Date:	February 24, 1995
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=19106

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