



Aviation Investigation Final Report

Location:	KENAI, Alaska	Accident Number:	ANC95LA009
Date & Time:	November 8, 1994, 13:30 Local	Registration:	N7599H
Aircraft:	PIPER PA-12	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

THE STUDENT PILOT LANDED AT A SOFT, SNOW COVERED REMOTE LANDING AREA THAT WAS 500 FEET LONG BY 30 FEET WIDE. DURING THE TAXI FROM LANDING, THE PILOT MANEUVERED THE AIRPLANE ONTO A SUNKEN PART OF THE LANDING STRIP AND THE AIRPLANE NOSED OVER, SUBSTANTIALLY DAMAGING THE AIRCRAFT.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S SELECTION OF UNSUITABLE TERRAIN FOR LANDING/TAXI. FACTORS ASSOCIATED WITH THE ACCIDENT WERE THE SOFT AND SNOW COVERED TERRAIN.

Findings

Occurrence #1: NOSE OVER
Phase of Operation: TAXI - FROM LANDING

Findings

1. (F) AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SNOW COVERED
2. (F) TERRAIN CONDITION - SOFT
3. (C) UNSUITABLE TERRAIN OR TAKEOFF/LANDING/TAXI AREA - SELECTED - PILOT IN COMMAND

Factual Information

On November 8, 1994 at 1330 Alaska standard time, a wheel equipped Piper model PA-12 airplane, N7599H, registered to and operated by a student pilot, nosed over during the taxi from a landing at a remote landing site approximately 10 miles north of Drift River. The coordinates of the accident site are 60'40"7N X 151'57"W. The 14 CFR Part 91 instructional flight last departed Kenai, Alaska at 1320, and the intended destination was the site of the mishap. The pilot, the sole occupant, was not injured, and the airplane sustained substantial damage. The pilot reported that visual meteorological conditions prevailed and that there was no flight plan on file for the flight.

On the morning of November 21, 1994, the pilot visited the NTSB NW Field Office. The pilot told the NTSB investigator-in-charge that during the post landing taxi, he inadvertently maneuvered the airplane onto a sunken part of the landing strip and the airplane nosed over. The damage to the airplane included the two outboard ribs, and the tip bow on the left wing. Verification that an accident had occurred was not confirmed until the pilot's visit to the NTSB office.

In the pilot/operator report submitted by the pilot, he described the landing area as snow covered grass. The length of the landing area was 500 feet long and 30 feet wide. The pilot indicated that he had accumulated 200 flight hours, 175 of which were in the accident aircraft make and model.

Pilot Information

Certificate:	Student	Age:	47, Male
Airplane Rating(s):	None	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 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	February 15, 1993
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	200 hours (Total, all aircraft), 175 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N7599H
Model/Series:	PA-12 PA-12	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	12-473
Landing Gear Type:	Tailwheel	Seats:	3
Date/Type of Last Inspection:	October 6, 1994 Annual	Certified Max Gross Wt.:	1750 lbs
Time Since Last Inspection:	22 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2468 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, activated, aided in locating accident	Engine Model/Series:	O-320-B2A
Registered Owner:	MORRIS, SIDNEY H.	Rated Power:	150 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:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	15 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	-8°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	, AK (ENA)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	13:20 Local	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:		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:	60.660228,-150.900573(est)

Administrative Information

Investigator In Charge (IIC):	Borson, Timothy
Additional Participating Persons:	MIKE HINES; ANCHORAGE , AK
Original Publish Date:	June 29, 1995
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=2608

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.

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](#).