



# Aviation Investigation Final Report

<b>Location:</b>	PALMER, Alaska	<b>Accident Number:</b>	ANC96LA038
<b>Date &amp; Time:</b>	March 26, 1996, 19:15 Local	<b>Registration:</b>	N39966
<b>Aircraft:</b>	Taylorcraft BC12D	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The pilot was on a round trip personal flight around the Lake George Glacier area. During the flight he elected to land on an unimproved airstrip near the base of the Knik Glacier. During his overflight of the landing area he estimated the snow to be hard packed and 1 to 2 inches deep. Upon landing the airplane rolled about 95 to 110 feet and then nosed over. The pilot later estimated the snow to be 4 inches deep.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's selection of an unsuitable area for landing.

## Findings

Occurrence #1: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER  
Phase of Operation: LANDING - ROLL

### Findings

1. (F) TERRAIN CONDITION - SNOW COVERED
  2. (C) UNSUITABLE TERRAIN OR TAKEOFF/LANDING/TAXI AREA - SELECTED - PILOT IN COMMAND
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Occurrence #2: NOSE OVER  
Phase of Operation: LANDING - ROLL



## Factual Information

On March 26, 1996, at 1915 Alaska standard time, a wheel equipped Taylorcraft, model BC12D, N39966, registered to and operated by the pilot, nosed over during landing on an unimproved landing strip near the base of the Knik Glacier located near Palmer, Alaska. The personal flight, operating under 14 CFR Part 91, departed Anderson Lake, near Wasilla, Alaska, for a local flight. During the flight the pilot decided to land at the unimproved landing strip. No flight plan was filed and visual meteorological conditions prevailed. The certificated private pilot and his passenger were not injured and the airplane received substantial damage.

During a telephone conversation with the pilot on March 27, 1996, he stated that the unimproved landing strip was snow covered. During his aerial examination of the landing area, he thought the snow was 1 to 2 inches deep and very hard packed because of the distinct snowmobile tracks. Upon landing the airplane rolled for 95 to 110 feet and then nosed over. After landing, the pilot estimated the depth of the snow to be 4 inches.

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	23, Male
<b>Airplane Rating(s):</b>	Single-engine land; Single-engine sea	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	April 27, 1994
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	141 hours (Total, all aircraft), 100 hours (Total, this make and model)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Taylorcraft	<b>Registration:</b>	N39966
<b>Model/Series:</b>	BC12D BC12D	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	6625
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	June 24, 1995 Annual	<b>Certified Max Gross Wt.:</b>	1280 lbs
<b>Time Since Last Inspection:</b>	26 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	1515 Hrs	<b>Engine Manufacturer:</b>	Continental
<b>ELT:</b>	Installed, activated, aided in locating accident	<b>Engine Model/Series:</b>	C-85
<b>Registered Owner:</b>	JASON SCHMIDT	<b>Rated Power:</b>	85 Horsepower
<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>	Clear	<b>Visibility</b>	99 miles
<b>Lowest Ceiling:</b>	None	<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>	4°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	ANDERSON LAKE , AK	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	17:45 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>		<b>Runway Surface Type:</b>	
<b>Airport Elevation:</b>		<b>Runway Surface Condition:</b>	
<b>Runway Used:</b>	0	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>		<b>VFR Approach/Landing:</b>	Full stop

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 None	<b>Latitude, Longitude:</b>	61.619712,-148.980285(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Kobelnyk, George
<b>Additional Participating Persons:</b>	GEORGE MCCAMENT; ANCHORAGE , AK
<b>Original Publish Date:</b>	July 25, 1996
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=2812">https://data.ntsb.gov/Docket?ProjectID=2812</a>

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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](#).