



Aviation Investigation Final Report

Location:	ANCHORAGE, Alaska	Incident Number:	ANC84IA009
Date & Time:	October 18, 1983, 16:07 Local	Registration:	N4433M
Aircraft:	PIPER PA-12	Aircraft Damage:	Minor
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PLT REPORTED THE FLOATS HAD JUST BEEN REMOVED FROM THE ACFT & THAT HE MADE THIS FLT TO REFAMILIARIZE HIMSELF WITH FLYING IT WITH WHEELS AGAIN. AFTER MAKING ABOUT 10 TOUCH-GO-GO LANDINGS, THE PLT ELECTED TO MAKE A FULL STOP LANDING. HE REPORTED THAT AFTER LANDING, THE ACFT HAD ROLL APRX 300 FT WITH THE TAIL ON THE GROUND WHEN THE MAIN WHEELS FELT LIKE THEY WERE DIGGING IN THE GRAVEL RWY. HE APPLIED POWER & TRIED TO CORRECT THE SITUATION, BUT THE ACFT CONTINUED TO NOSE OVER. IN HIS ACCIDENT REPORT, THE PLT DID NOT INDICATE TO WHAT EXTENT THAT HE USED BRAKING ACTION. THE ACFT WAS EQUIPPED WITH OVER SIZED TIRES. ANOTHER PLT, WHO LANDED AFTER THE MISHAP, REPORTED THAT THE GRAVEL ON THE RWY AFFECTED HIS ACFT BY CAUSING IT TO VEER SLIGHTLY FROM SIDE TO SIDE.

Probable Cause and Findings

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

Findings

Occurrence #1: NOSE OVER
Phase of Operation: LANDING - ROLL

Findings

1. (C) AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Private	Age:	29, Male
Airplane Rating(s):	Single-engine land; Single-engine sea	Seat Occupied:	Center
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	October 19, 1982
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	154 hours (Total, all aircraft), 68 hours (Total, this make and model), 95 hours (Pilot In Command, all aircraft), 17 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N4433M
Model/Series:	PA-12 PA-12	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	12-3386
Landing Gear Type:	Tailwheel	Seats:	3
Date/Type of Last Inspection:	August 19, 1983 Annual	Certified Max Gross Wt.:	1625 lbs
Time Since Last Inspection:	8 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1813 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-320A
Registered Owner:	DANIEL I. O'HOYT	Rated Power:	150 Horsepower
Operator:	DANIEL I. O'HOYT	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	60 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	350°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	8°C / 11°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	14:30 Local	Type of Airspace:	Class D

Airport Information

Airport:	LAKE HOOD Z41	Runway Surface Type:	Gravel
Airport Elevation:	73 ft msl	Runway Surface Condition:	Dry;Soft
Runway Used:	31	IFR Approach:	None
Runway Length/Width:	2200 ft / 80 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Minor
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	61.180919,-149.879028(est)

Administrative Information

Investigator In Charge (IIC): Kobelnyk, George

Additional Participating Persons:

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=4241>

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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](#).