



Aviation Investigation Final Report

Location:	ANCHORAGE, Alaska	Accident Number:	ANC99LA129
Date & Time:	August 13, 1999, 19:00 Local	Registration:	N96921
Aircraft:	Taylorcraft BC12-D	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The commercial certificated pilot landed on a remote road next to a river to fish. While preparing to depart, he pulled the airplane onto the road and set the parking brake. The pilot said he turned the magnetos on, and bumped the throttle slightly open. He then spun the propeller by hand. The engine started, and the airplane began to move forward. Before the pilot could enter the airplane, it traveled about 150 feet, off the roadway, and into a ditch. The right wing struck several bushes, and the airplane received damage to both right wing lift struts.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's inadequate preflight planning/preparation, and improper starting procedure.

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: STANDING - STARTING ENGINE(S)

Findings

1. (C) PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. (C) STARTING PROCEDURE - IMPROPER - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER

Phase of Operation: STANDING - STARTING ENGINE(S)

Findings

3. TERRAIN CONDITION - DITCH

Factual Information

On August 13, 1999, about 1900 Alaska daylight time, a wheel equipped Taylorcraft BC12-D airplane, N96921, sustained substantial damage while the pilot was starting the airplane, about 27 miles west of Anchorage, Alaska, at latitude 61 degrees, 16 minutes north, and longitude 150 degrees, 53.5 minutes west. The airplane was being started to begin a visual flight rules (VFR) cross-country personal flight by the pilot. The commercial certificated pilot was not on board the airplane, and was not injured. Visual meteorological conditions prevailed.

During a telephone conversation with the National Transportation Safety Board (NTSB) investigator-in-charge (IIC), on September 3, 1999, the pilot reported he landed on a remote road, next to the Theodore River, to fish. While preparing to depart, he pulled the airplane onto the road and set the parking brake. The pilot said he turned the magnetos on, and bumped the throttle slightly open. He then spun the propeller by hand. The engine started, and the airplane began to move forward. Before the pilot could enter the airplane, it traveled about 150 feet, off the roadway, and into a ditch. The right wing struck several bushes, and the airplane received damage to both right wing lift struts.

Pilot Information

Certificate:	Commercial	Age:	27, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Unknown
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	February 18, 1999
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	1490 hours (Total, all aircraft), 11 hours (Total, this make and model), 260 hours (Pilot In Command, all aircraft), 225 hours (Last 90 days, all aircraft), 85 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Taylorcraft	Registration:	N96921
Model/Series:	BC12-D BC12-D	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	9221
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	January 6, 1999 Annual	Certified Max Gross Wt.:	1200 lbs
Time Since Last Inspection:	10 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	4885 Hrs	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	A65-8
Registered Owner:	PHILIP J. BALDWIN	Rated Power:	65 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	100 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:	16°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:	(Z41)	Type of Clearance:	None
Departure Time:	00:00 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:	None

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:	61.160671,-149.990295(est)

Administrative Information

Investigator In Charge (IIC):	Erickson, Scott
Additional Participating Persons:	DARREL K WOODWORTH (FAA); ANCHORAGE , AK
Original Publish Date:	November 22, 2000
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=47325

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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](#).