



Aviation Investigation Final Report

Location:	BIG LAKE, Alaska	Accident Number:	ANC00LA058
Date & Time:	May 13, 2000, 14:30 Local	Registration:	N7944H
Aircraft:	Piper PA-12	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The private pilot told the NTSB investigator-in-charge that he was 'taxiing pretty fast' on an off airport gravel bar. He indicated that while taxiing, as he was concentrating on the gusty tailwind, the main wheels hit a big bump and ditch which he had not seen, and the tundra tire equipped airplane nosed over. The pilot stated that he should have watched the area in front of where he was taxiing, and should have walked the takeoff area prior to attempting the takeoff.

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 taxi area, and excessive taxi speed. A factor associated with this accident was a ditch in the taxi area.

Findings

Occurrence #1: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: TAXI - TO TAKEOFF

Findings

1. (F) TERRAIN CONDITION - DITCH
2. (C) UNSUITABLE TERRAIN OR TAKEOFF/LANDING/TAXI AREA - SELECTED - PILOT IN COMMAND

Occurrence #2: NOSE OVER

Phase of Operation: TAXI - TO TAKEOFF

Findings

3. (C) TAXISPEED - EXCESSIVE - PILOT IN COMMAND

Factual Information

On May 13, 2000, about 1430 Alaska daylight time, a tundra tire equipped Piper PA-12 airplane, N7944H, sustained substantial damage when it nosed over during taxi for takeoff at an off airport gravel bar on the Susitna River, about 22 miles west of Big Lake, Alaska, at 61 degrees 28 minutes north latitude, 150 degrees 30 minutes west longitude. The solo private pilot was not injured. The personal flight was conducted under 14 CFR Part 91. Visual meteorological conditions prevailed at the time of the accident, and no flight plan was filed.

The pilot told the NTSB investigator-in-charge, during a telephone interview on May 15, and wrote in his NTSB Pilot/Operator report, that he was taxiing for takeoff on a gravel bar. He added that he was "taxiing pretty fast." He indicated that while taxiing, as he was concentrating on the gusty tailwind, the main wheels hit a big bump and ditch which he had not seen, and the airplane nosed over. The pilot stated that he should have watched the area in front of where he was taxiing, and should have walked the takeoff area prior to attempting the takeoff.

The airplane sustained damage to the top of the vertical stabilizer, and right wing strut.

Pilot Information

Certificate:	Private	Age:	40, Male
Airplane Rating(s):	Single-engine land; Single-engine sea	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:	July 31, 1998
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	170 hours (Total, all aircraft), 115 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N7944H
Model/Series:	PA-12 PA-12	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	12-847
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	July 10, 1999 Annual	Certified Max Gross Wt.:	1750 lbs
Time Since Last Inspection:	81 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2306 Hrs	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	O-360-A2A
Registered Owner:	MCCAVID ENTERPRISES, LLC.	Rated Power:	180 Horsepower
Operator:	SCOTT MCCAVID	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	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	15 knots / 20 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	150°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	13°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	11:30 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:	61.459342,-150.090774(est)

Administrative Information

Investigator In Charge (IIC):	Thomas, Matthew
Additional Participating Persons:	WALTER R MAHL(FAA FSDO); ANCHORAGE , AK
Original Publish Date:	May 30, 2001
Last Revision Date:	
Investigation Class:	Class
Note:	The NTSB traveled to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=49193

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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](#).