



Aviation Investigation Final Report

Location:	NINILCHIK, Alaska	Accident Number:	ANC00LA067
Date & Time:	June 10, 2000, 22:00 Local	Registration:	N95250
Aircraft:	Taylorcraft BC12-D	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The certificated private pilot, with one passenger aboard, was attempting a westerly departure from a 600 feet long remote airstrip. During the takeoff run, the airplane veered to the left of the narrow airstrip. Upon rotation, the main wheels hit a series of soft bumps, and the airplane became airborne before a safe flying speed could be reached. The airplane continued to fly beyond the end of the airstrip, and then settled. The main wheels contacted soft tundra, and the airplane nosed over. The airplane sustained substantial damage to the wings and fuselage. The pilot noted in his written report to the NTSB that wind conditions at the time of the accident were from 090 degrees, at 3 knots.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to maintain directional control during the take-off run. Factors associated with the accident were rough/uneven, soft terrain.

Findings

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

Findings

1. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. (F) TERRAIN CONDITION - ROUGH/UNEVEN

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

3. LIFT-OFF - PREMATURE - PILOT IN COMMAND

Occurrence #3: NOSE OVER
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

4. (F) TERRAIN CONDITION - SOFT

Factual Information

On June 10, 2000, about 2200 Alaska daylight time, a wheel equipped Taylorcraft BC12-D airplane, N95250, sustained substantial damage during takeoff from a remote site, about 15 miles northeast of Ninilchik, Alaska, at latitude 60 degrees, 01 minutes north, and longitude 151 degrees, 35 minutes west. The airplane was being operated as a visual flight rules (VFR) personal flight under Title 14, CFR Part 91, when the accident occurred. The certificated private pilot, and the one passenger aboard, were not injured. Visual meteorological conditions prevailed, and no flight plan was filed. The flight originated about 1900, at the Soldotna Airport, Soldotna, Alaska.

During a telephone conversation with the National Transportation Safety Board investigator-in-charge on June 10, the pilot reported that he was attempting a westerly departure from a 600 feet long remote airstrip. He said that during the takeoff run, the airplane veered to the left of the narrow airstrip. He added that upon rotation, the main wheels hit a series of soft bumps, and the airplane became airborne before a safe flying speed could be reached. He said that the airplane continued to fly beyond the end of the airstrip, and then settled. The main wheels contacted soft tundra, and the airplane nosed over. The airplane sustained substantial damage to the wings and fuselage.

The pilot noted in his written report to the NTSB that wind conditions at the time of the accident were from 090 degrees, at 3 knots.

Pilot Information

Certificate:	Private	Age:	42, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
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--w/ waivers/lim	Last FAA Medical Exam:	June 5, 2000
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	512 hours (Total, all aircraft), 463 hours (Total, this make and model), 512 hours (Pilot In Command, all aircraft), 39 hours (Last 90 days, all aircraft), 13 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Taylorcraft	Registration:	N95250
Model/Series:	BC12-D BC12-D	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	9650
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	October 6, 1999 Annual	Certified Max Gross Wt.:	1200 lbs
Time Since Last Inspection:	93 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	3200 Hrs	Engine Manufacturer:	Continental
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	A75
Registered Owner:	WADE P. HART	Rated Power:	75 Lbs thrust
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	40 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	3 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	90°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	4°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	, AK (NIN)	Type of Flight Plan Filed:	None
Destination:	SOLDOTNA , AK (SXQ)	Type of Clearance:	None
Departure Time:	21:30 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:	

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	60.069019,-151.420974(est)

Administrative Information

Investigator In Charge (IIC):	Johnson, Clinton
Additional Participating Persons:	JAMES A WARNIERS (FAA); ANCHORAGE , AK
Original Publish Date:	July 2, 2001
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=50965

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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](#).