



# Aviation Investigation Final Report

<b>Location:</b>	ANCHORAGE, Alaska	<b>Accident Number:</b>	ANC00LA129
<b>Date &amp; Time:</b>	September 21, 2000, 15:15 Local	<b>Registration:</b>	N1455H
<b>Aircraft:</b>	Aeronca 15AC	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The pilot was taxiing the float-equipped airplane to parking after landing at a dedicated seaplane base. While turning, a strong, gusty wind pushed the airplane nose down into the water, and the airplane collided with a dock.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's inadequate compensation for high, gusty wind conditions during water taxi. Factors associated with the accident are high and gusty wind conditions.

## Findings

Occurrence #1: ON GROUND/WATER ENCOUNTER WITH WEATHER  
Phase of Operation: TAXI - FROM LANDING

### Findings

1. (F) WEATHER CONDITION - HIGH WIND
2. (F) WEATHER CONDITION - GUSTS
3. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND

Occurrence #2: NOSE DOWN  
Phase of Operation: TAXI - FROM LANDING



## Factual Information

On September 21, 2000, at 1515 Alaska daylight time, an Aeronca 15AC airplane, N1455H, sustained substantial damage when it nosed down during taxi from landing at the Lake Hood Seaplane base, Anchorage, Alaska. The 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 reported that after landing on the southeast waterway, he made a 90-degree turn to the left. During the turn, a gust of wind nosed the airplane down, and it collided with a dock. The airplane sustained substantial damage to the right wing spar, rudder assembly, aileron, and windshield.

The 1453 ADT hourly weather observation taken at the Ted Stevens-Anchorage International Airport, located one-half mile west of the accident site, reported winds from 150 degrees at 27 knots, gusting to 38 knots.

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	57, 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-w/ waivers/lim	<b>Last FAA Medical Exam:</b>	May 12, 1999
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	1914 hours (Total, all aircraft), 1858 hours (Total, this make and model), 1808 hours (Pilot In Command, all aircraft), 54 hours (Last 90 days, all aircraft), 12 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Aeronca	<b>Registration:</b>	N1455H
<b>Model/Series:</b>	15AC 15AC	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	525
<b>Landing Gear Type:</b>	Float	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	June 15, 2000 Annual	<b>Certified Max Gross Wt.:</b>	2100 lbs
<b>Time Since Last Inspection:</b>	47 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	3508 Hrs	<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	O-360-A1A
<b>Registered Owner:</b>	WALTER F. KEPHART	<b>Rated Power:</b>	180 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>	ANC ,71 ft msl	<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>	14:53 Local	<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Unknown	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	Overcast / 6500 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	27 knots / 38 knots	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	150°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29 inches Hg	<b>Temperature/Dew Point:</b>	16°C / 7°C
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>		<b>Type of Flight Plan Filed:</b>	Unknown
<b>Destination:</b>	(LHD )	<b>Type of Clearance:</b>	VFR
<b>Departure Time:</b>	00:00 Local	<b>Type of Airspace:</b>	Class D

## Airport Information

<b>Airport:</b>	LAKE HOOD SEAPLANE LHD	<b>Runway Surface Type:</b>	Water
<b>Airport Elevation:</b>	71 ft msl	<b>Runway Surface Condition:</b>	Water-choppy
<b>Runway Used:</b>	0	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>		<b>VFR Approach/Landing:</b>	Full stop;Traffic pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	61.160869,-149.989395(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Thomas, Matthew
<b>Additional Participating Persons:</b>	JAMES WARNIERS; ANCHORAGE , AK
<b>Original Publish Date:</b>	July 10, 2001
<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=50996">https://data.ntsb.gov/Docket?ProjectID=50996</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](#).