



Aviation Investigation Final Report

Location:	Caledonia, Missouri	Accident Number:	GAA15CA091
Date & Time:	May 23, 2015, 13:00 Local	Registration:	N198PR
Aircraft:	LEFEVER PAUL M RV12	Aircraft Damage:	Substantial
Defining Event:	Fuel related	Injuries:	1 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

In an email sent to a Federal Aviation Administration Aviation Safety Inspector by the pilot, he reported that he was unable to manipulate the fuel station pumps where he had landed, so he decided to fly to another airfield that was about 20 miles away.

The pilot wrote that somehow he did not make the right turn and became "lost". After noticing that his fuel level was low, he decided to make an off airport precautionary landing. The pilot reported that during the landing, the airplane's nose wheel caught "heavy grass" and nosed over sustaining substantial damage to the fuselage and both wings.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's selection of unsuitable terrain for a precautionary landing, which resulted in a nose over.

Findings

Personnel issues	Decision making/judgment - Pilot
Personnel issues	Flight planning/navigation - Pilot
Environmental issues	(general) - Effect on operation

Factual Information

History of Flight

Prior to flight	Preflight or dispatch event
Enroute-cruise	Fuel related (Defining event)
Approach	Off-field or emergency landing
Landing	Nose over/nose down

Pilot Information

Certificate:	Private	Age:	85
Airplane Rating(s):	Single-engine land	Seat Occupied:	Unknown
Other Aircraft Rating(s):	None	Restraint Used:	Unknown
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Unknown	Last FAA Medical Exam:	
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	(Estimated) 2000 hours (Total, all aircraft), 50 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	LEFEVER PAUL M	Registration:	N198PR
Model/Series:	RV12 NO SERIES	Aircraft Category:	Airplane
Year of Manufacture:	2011	Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	120048
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	1320 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Rotax
ELT:		Engine Model/Series:	912ULS
Registered Owner:	LEFEVER PAUL M	Rated Power:	100 Horsepower
Operator:	LEFEVER PAUL M	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KFAM,947 ft msl	Distance from Accident Site:	16 Nautical Miles
Observation Time:	16:35 Local	Direction from Accident Site:	98°
Lowest Cloud Condition:		Visibility	10 miles
Lowest Ceiling:	Broken / 7000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	11 knots / 17 knots	Turbulence Type Forecast/Actual:	/ Unknown
Wind Direction:	190°	Turbulence Severity Forecast/Actual:	/ Unknown
Altimeter Setting:	30.35 inches Hg	Temperature/Dew Point:	23°C / 10°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	FREDERICKTOWN, MO (H88)	Type of Flight Plan Filed:	None
Destination:	Farmington, MO	Type of Clearance:	None
Departure Time:	11:00 Local	Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	37.79861,-90.770553(est)

Administrative Information

Investigator In Charge (IIC):	Vanover, Jackie
Additional Participating Persons:	Aaron Joyce; FAA; Saint Louis, MO
Original Publish Date:	July 27, 2015
Last Revision Date:	
Investigation Class:	Class
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=91247

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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](#).