



National Transportation Safety Board Aviation Accident Final Report

Location:	WILLOW, AK	Accident Number:	ANC99LA011
Date & Time:	11/03/1998, 1450 AST	Registration:	N5129Y
Aircraft:	Piper PA-12	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The certificated private pilot reported that while in cruise flight at 1,000 feet msl, all engine power was lost. He stated that all attempts to restore engine power failed, forcing him to select an open swampy meadow as an emergency landing area. During the ensuing landing roll, the airplane's main landing gear contacted soft tundra, and the airplane nosed over. The airplane sustained substantial damage to the wings, fuselage and tail. The NTSB investigator-in-charge did not have access to the airplane or engine after recovery, and was unable to perform a postaccident inspection.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: A loss of engine power due to an undetermined reason. A factor associated with the accident was unsuitable terrain for a forced landing.

Findings

Occurrence #1: LOSS OF ENGINE POWER
Phase of Operation: CRUISE

Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED

Occurrence #2: FORCED LANDING
Phase of Operation: EMERGENCY DESCENT/LANDING

Occurrence #3: NOSE OVER
Phase of Operation: LANDING - ROLL

Findings

2. (F) TERRAIN CONDITION - NONE SUITABLE

Factual Information

On November 3, 1998, about 1450 Alaska standard time, a wheel equipped Piper PA-12 airplane, N5129Y, sustained substantial damage following a loss of engine power and subsequent off airport forced landing about 15 miles northeast of Willow, Alaska. The airplane was being operated as a visual flight rules (VFR) local area 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.

During a telephone conversation with the National Transportation Safety Board investigator-in-charge on November 4, 1998, the pilot reported that while in cruise flight at 1,000 feet msl, all engine power was lost. He stated that all attempts to restore engine power failed, forcing him to select an open swampy meadow as an emergency landing area. During the ensuing landing roll, the airplane's main landing gear contacted soft tundra, and the airplane nosed over.

The airplane sustained substantial damage to the wings, fuselage and tail.

The NTSB investigator-in-charge did not have access to the airplane or engine after recovery, and was unable to perform a postaccident inspection.

Pilot Information

Certificate:	Private	Age:	52, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
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:	11/11/1997
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	77 hours (Total, all aircraft), 14 hours (Total, this make and model), 17 hours (Pilot In Command, all aircraft), 4 hours (Last 90 days, all aircraft), 2 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N5129Y
Model/Series:	PA-12 PA-12	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	12-1554
Landing Gear Type:	Tailwheel	Seats:	3
Date/Type of Last Inspection:	10/02/1998, Annual	Certified Max Gross Wt.:	1750 lbs
Time Since Last Inspection:	3 Hours	Engines:	1 Reciprocating
Airframe Total Time:	2556 Hours	Engine Manufacturer:	Lycoming
ELT:	Installed, activated, aided in locating accident	Engine Model/Series:	O-320-A2B
Registered Owner:	WILLIAM HAROLD CARBINE	Rated Power:	150 hp
Operator:	WILLIAM HAROLD CARBINE	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	30 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	0°C
Precipitation and Obscuration:			
Departure Point:	, AK (UUO)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1400 AST	Type of Airspace:	Class G

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:	

Administrative Information

Investigator In Charge (IIC): CLINTON O JOHNSON **Report Date:** 02/16/2001

Additional Participating Persons: BRUCE R WALKER (FAA); ANCHORAGE, AK

Publish Date:

Investigation Docket: NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinq@ntsb.gov, or at 800-877-6799. Dockets released after this date are available at <http://dms.nts.gov/pubdms/>.

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).