



National Transportation Safety Board Aviation Accident Final Report

Location:	ILIAMNA, AK	Accident Number:	ANC93LA109
Date & Time:	07/02/1993, 1000 AKD	Registration:	N9872M
Aircraft:	MAULE M4	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

DURING THE STEP TAXI THE FLIGHT ENCOUNTERED ROUGH WATER AND THE AIRPLANE NOSED OVER.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT IN COMMAND'S IMPROPER TAXI SPEED. A FACTOR IN THE ACCIDENT WAS THE ROUGH WATER.

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: TAXI - FROM LANDING

Findings

1. (F) TERRAIN CONDITION - WATER, ROUGH
2. (C) TAXISPEED - IMPROPER - PILOT IN COMMAND

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

Factual Information

On July 2, 1993, at 1000 Alaska daylight time, a float equipped Maule M4 airplane, N9872M, registered to and operated by the pilot in command, nosed over while taxiing on Char Lake, approximately 20 miles southwest of Iliamna, Alaska. The private certificated pilot and one passenger, the sole occupants, were not injured and the airplane sustained substantial damage. The personal flight, operating under 14 CFR Part 91, last departed Port Alsworth and the destination was Char Lake. No flight plan was filed and visual meteorological conditions prevailed.

During a telephone interview, the pilot in command told the NTSB investigator in charge that he was performing a downwind taxi when the left float tucked beneath the water causing the airplane to roll inverted.

Pilot Information

Certificate:	Private	Age:	47, Male
Airplane Rating(s):	Single-engine Land; Single-engine Sea	Seat Occupied:	Left
Other Aircraft Rating(s):	Helicopter	Restraint Used:	Seatbelt
Instrument Rating(s):	Helicopter	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	04/13/1992
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	5000 hours (Total, all aircraft), 800 hours (Total, this make and model), 2500 hours (Pilot In Command, all aircraft), 30 hours (Last 90 days, all aircraft), 30 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	MAULE	Registration:	N9872M
Model/Series:	M4 M4	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	1054C
Landing Gear Type:	Float	Seats:	4
Date/Type of Last Inspection:	05/20/1993, Annual	Certified Max Gross Wt.:	2300 lbs
Time Since Last Inspection:	28 Hours	Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	IO-360-A
Registered Owner:	PFEIFER, ROGER A.	Rated Power:	210 hp
Operator:	PFEIFER, ROGER A.	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:	Unknown / 1500 ft agl	Visibility	0 Miles
Lowest Ceiling:	Overcast / 1500 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	90°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	7° C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:	CHAR LAKE, AK	Type of Clearance:	None
Departure Time:	1800 ADT	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): TIMOTHY A BORSON **Report Date:** 06/30/1994

Additional Participating Persons: PAUL RAKER; 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](#).