



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	ILIAMNA, AK	<b>Accident Number:</b>	ANC93LA109
<b>Date &amp; Time:</b>	07/02/1993, 1000 AKD	<b>Registration:</b>	N9872M
<b>Aircraft:</b>	MAULE M4	<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Analysis

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

## Probable Cause

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

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	47
<b>Airplane Rating(s):</b>	Single-engine Land; Single-engine Sea	<b>Instrument Rating(s):</b>	Helicopter
<b>Other Aircraft Rating(s):</b>	Helicopter	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	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

<b>Aircraft Make:</b>	MAULE	<b>Registration:</b>	N9872M
<b>Model/Series:</b>	M4 M4	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	PFEIFER, ROGER A.	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	IO-360-A
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	, 0 ft msl	<b>Weather Information Source:</b>	Pilot
<b>Lowest Ceiling:</b>	Overcast / 1500 ft agl	<b>Wind Speed/Gusts, Direction:</b>	10 knots / , 90°
<b>Temperature:</b>	7°C	<b>Visibility</b>	0 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>		<b>Destination:</b>	CHAR LAKE, AK

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Latitude, Longitude:</b>			

## Administrative Information

<b>Investigator In Charge (IIC):</b>	TIMOTHY A BORSON	<b>Adopted Date:</b>	06/30/1994
<b>Investigation Docket:</b>	NTSB accident and incident docket 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 <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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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.