



National Transportation Safety Board Aviation Accident Final Report

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| Location: | WEST JORDAN, UT | Accident Number: | DEN82DTM10 |
| Date & Time: | 02/02/1982, 1400 MST | Registration: | N12BK |
| Aircraft: | SMITH MINIPLANE BK-1 | Aircraft Damage: | Substantial |
| Defining Event: | | Injuries: | 1 None |
| Flight Conducted Under: | Part 91: General Aviation - Personal | | |

Analysis

THE PILOT HAD JUST PURCHASED THE AIRCRAFT AND WAS MAKING TOUCH AND GO LANDINGS FOR FAMILIARIZATION. HE WAS USING A PAVED RUNWAY WITH PATCHES OF ICE AND WAS LANDING WITH ABOUT A 10 KNOT RIGHT CROSSWIND. ON ABOUT HIS EIGHTH LANDING, THE PLANE BEGAN TO DRIFT TO THE RIGHT. THE PILOT REPORTED THAT HE WAS UNABLE TO CORRECT ENOUGH TO AVOID RUNNING OFF THE RUNWAY. THE PLANE STRUCK A SNOWBANK AND TURNED OVER ON ITS BACK.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER

Phase of Operation: LANDING - ROLL

Findings

1. TOUCH-AND-GO - PERFORMED - PILOT IN COMMAND
2. (F) WEATHER CONDITION - CROSSWIND
3. (C) COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
4. (F) LACK OF TOTAL EXPERIENCE IN KIND OF AIRCRAFT - PILOT IN COMMAND
5. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
6. (F) AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - ICY

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER

Phase of Operation: LANDING - ROLL

Findings

7. (F) AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SNOWBANK

Occurrence #3: NOSE OVER

Phase of Operation: LANDING - ROLL

Factual Information

Pilot Information

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| Certificate: | Commercial | Age: | 40, Male |
| Airplane Rating(s): | Multi-engine Land; Single-engine Land | Seat Occupied: | Unknown |
| Other Aircraft Rating(s): | | Restraint Used: | |
| Instrument Rating(s): | Airplane | Second Pilot Present: | |
| Instructor Rating(s): | None | Toxicology Performed: | |
| Medical Certification: | Class 1 Valid Medical--no waivers/lim. | Last FAA Medical Exam: | |
| Occupational Pilot: | | Last Flight Review or Equivalent: | |
| Flight Time: | 701 hours (Total, all aircraft), 2 hours (Total, this make and model), 503 hours (Pilot In Command, all aircraft), 65 hours (Last 90 days, all aircraft), 2 hours (Last 24 hours, all aircraft) | | |

Aircraft and Owner/Operator Information

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|--------------------------------------|-----------------|---------------------------------------|-----------------|
| Aircraft Make: | SMITH MINIPLANE | Registration: | N12BK |
| Model/Series: | BK-1 BK-1 | Aircraft Category: | Airplane |
| Year of Manufacture: | | Amateur Built: | Yes |
| Airworthiness Certificate: | | Serial Number: | 18 |
| Landing Gear Type: | Tailwheel | Seats: | 1 |
| Date/Type of Last Inspection: | Unknown | Certified Max Gross Wt.: | 1000 lbs |
| Time Since Last Inspection: | 5 Hours | Engines: | 1 Reciprocating |
| Airframe Total Time: | 95 Hours | Engine Manufacturer: | LYCOMING |
| ELT: | Not installed | Engine Model/Series: | O-290G |
| Registered Owner: | RALPH K. JARVIS | Rated Power: | 124 hp |
| Operator: | RALPH K. JARVIS | Operating Certificate(s) Held: | |

Meteorological Information and Flight Plan

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|----------------------------------|-------------------------|---|------------------|
| 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 / 0 ft agl | Visibility | 50 Miles |
| Lowest Ceiling: | Overcast / 10000 ft agl | Visibility (RVR): | 0 ft |
| Wind Speed/Gusts: | 10 knots / | Turbulence Type Forecast/Actual: | / |
| Wind Direction: | 270° | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | | Temperature/Dew Point: | 30° C / 0° C |
| Precipitation and Obscuration: | | | |
| Departure Point: | SALT LAKE CITY, UT | Type of Flight Plan Filed: | None |
| Destination: | SALT LAKE CITY, UT | Type of Clearance: | None |
| Departure Time: | 1100 | Type of Airspace: | |

Airport Information

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|----------------------|--------------------|---------------------------|----------------------------------|
| Airport: | SALT LAKE #2 (U42) | Runway Surface Type: | Asphalt |
| Airport Elevation: | 0 ft | Runway Surface Condition: | Dry; Ice |
| Runway Used: | 16 | IFR Approach: | |
| Runway Length/Width: | 5700 ft | VFR Approach/Landing: | Touch and Go; Traffic Pattern |

Wreckage and Impact Information

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|---------------------|--------|----------------------|-------------|
| Crew Injuries: | 1 None | Aircraft Damage: | Substantial |
| Passenger Injuries: | N/A | Aircraft Fire: | None |
| Ground Injuries: | N/A | Aircraft Explosion: | None |
| Total Injuries: | 1 None | Latitude, Longitude: | |

Administrative Information

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|-----------------------------------|--|--------------|------------|
| Investigator In Charge (IIC): | | Report Date: | 02/02/1983 |
| Additional Participating Persons: | | | |
| 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](#).