



National Transportation Safety Board Aviation Accident Final Report

Location:	Alegnagik, AK	Accident Number:	ANC14CA017
Date & Time:	03/02/2014, 1415 AST	Registration:	N2542K
Aircraft:	SILVAIRE LUSCOMBE 8E	Aircraft Damage:	Substantial
Defining Event:	Nose over/nose down	Injuries:	1 Minor, 1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The pilot reported that he had just landed his tail wheel-equipped airplane on a frozen lake. During the taxi to his cabin, both of the airplane's main landing gear wheels broke through overflow ice, and the airplane nosed over, sustaining substantial damage to the fuselage. The pilot reported that there were no preaccident mechanical anomalies with the airplane that would have precluded normal operation, and that the accident could have been prevented had he called a local lodge owner to check the conditions of the ice before landing.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to determine that the ice that he was taxiing on was safe for operation.

Findings

Personnel issues	Use of available resources - Pilot (Cause)
Environmental issues	Snow/slush/ice covered surface - Awareness of condition (Cause)

Factual Information

History of Flight

Taxi	Nose over/nose down (Defining event)
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Pilot Information

Certificate:	Commercial	Age:	58
Airplane Rating(s):	Single-engine Land; Single-engine Sea	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3 With Waivers/Limitations	Last Medical Exam:	05/14/2013
Occupational Pilot:	No	Last Flight Review or Equivalent:	06/20/2012
Flight Time:	1950 hours (Total, all aircraft), 1583 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	SILVAIRE	Registration:	N2542K
Model/Series:	LUSCOMBE 8E	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	5269
Landing Gear Type:	Tailwheel	Seats:	
Date/Type of Last Inspection:	11/01/2013, Annual	Certified Max Gross Wt.:	3086 lbs
Time Since Last Inspection:	10 Hours	Engines:	Reciprocating
Airframe Total Time:	4236 Hours	Engine Manufacturer:	Continental
ELT:	C91A installed, activated, did not aid in locating accident	Engine Model/Series:	C85
Registered Owner:	On file	Rated Power:	85 hp
Operator:	On file	Air Carrier Operating Certificate:	None

Meteorological Information and Flight Plan

Observation Facility, Elevation:	PADL, 95 ft msl	Observation Time:	2254 UTC
Distance from Accident Site:	27 Nautical Miles	Condition of Light:	Day
Direction from Accident Site:	150°	Conditions at Accident Site:	Visual Conditions
Lowest Cloud Condition:	Few / 15000 ft agl	Temperature/Dew Point:	4° C / -6° C
Lowest Ceiling:	None	Visibility	30 Miles
Wind Speed/Gusts, Direction:	10 knots, 360°	Visibility (RVR):	
Altimeter Setting:	29.89 inches Hg	Visibility (RVV):	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Dillingham, AK (PADL)	Type of Flight Plan Filed:	None
Destination:	Alegnagik, AK	Type of Clearance:	None
Departure Time:	1330 AST	Type of Airspace:	

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor, 1 None		

Administrative Information

Investigator In Charge (IIC):	Christopher R Shaver	Adopted Date:	06/05/2014
Additional Participating Persons:	Christina Bryant; FAA Anchorage FSDO; Anchorage, AK		
Publish Date:	07/06/2015		
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
Investigation Docket:	http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=88872		

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.