



Aviation Investigation Final Report

Location:	McGrath, Alaska	Accident Number:	ANC23LA041
Date & Time:	May 28, 2023, 16:00 Local	Registration:	N7712H
Aircraft:	Piper PA-12	Aircraft Damage:	Unknown
Defining Event:	Ground collision	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that he was attempting to depart from an off-airport location. He normally departed downhill into the wind, but the wind direction had shifted. He elected to depart up the hill into the wind. At the end of the runway the airplane lifted off the ground but was not climbing fast enough to avoid the rising terrain. The pilot chose to land, the airplane touched down on the tundra and nosed down. The airplane sustained substantial damage to the wings. The pilot reported that there were no preaccident mechanical failures or malfunctions with the airplane that would have precluded normal operation.

Probable Cause and Findings

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

The pilot's delayed decision to abort the takeoff, which resulted in a forced landing and impact with terrain.

Findings

Aircraft	Climb rate - Capability exceeded
Personnel issues	Aircraft control - Pilot
Personnel issues	Decision making/judgment - Pilot

Factual Information

History of Flight

Takeoff	Ground collision (Defining event)
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Pilot Information

Certificate:	Private	Age:	46, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3 Without waivers/limitations	Last FAA Medical Exam:	August 15, 2022
Occupational Pilot:	No	Last Flight Review or Equivalent:	December 10, 2022
Flight Time:	528.2 hours (Total, all aircraft), 528.2 hours (Total, this make and model), 500.1 hours (Pilot In Command, all aircraft), 47.5 hours (Last 90 days, all aircraft), 32.75 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N7712H
Model/Series:	PA-12	Aircraft Category:	Airplane
Year of Manufacture:	1946	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	12-604
Landing Gear Type:	Tailwheel	Seats:	3
Date/Type of Last Inspection:	November 26, 2023 Annual	Certified Max Gross Wt.:	1935 lbs
Time Since Last Inspection:	50 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2636.6 Hrs as of last inspection	Engine Manufacturer:	Lycoming
ELT:	C126 installed, activated, did not aid in locating accident	Engine Model/Series:	O320-C1A
Registered Owner:	On file	Rated Power:	160 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	PAMC,338 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	16:02 Local	Direction from Accident Site:	337°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	Broken / 2600 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	250°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	29.45 inches Hg	Temperature/Dew Point:	11°C / 5°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	McGrath, AK	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:		Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Unknown
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	62.323988,-154.39636

Administrative Information

Investigator In Charge (IIC):	Ward, Mark
Additional Participating Persons:	Andy Flack; FAA; Anchorage, AK
Original Publish Date:	October 20, 2023
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=192349

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).