



Aviation Investigation Final Report

Location:	Beluga, Alaska	Accident Number:	ANC24LA001
Date & Time:	October 7, 2023, 17:30 Local	Registration:	N2129P
Aircraft:	NATHAN A REHAK CAW-12	Aircraft Damage:	Substantial
Defining Event:	Nose over/nose down	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Unknown		

Analysis

Pilot reported that, after touching down on a dry lakebed, he encountered a wind gust that lifted the tail of the airplane, resulting in a nose over. The airplane sustained substantial damage to the front wing struts, vertical stabilizer, and rudder. The pilot reported that there were no pre-accident 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 loss of control after failing to determine wind direction during landing in variable, gusting wind conditions.

Findings

Personnel issues	Identification/recognition - Pilot
Personnel issues	Aircraft control - Pilot
Environmental issues	Tailwind - Contributed to outcome
Environmental issues	Gusts - Contributed to outcome

Factual Information

History of Flight

Landing-landing roll	Nose over/nose down (Defining event)
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Pilot Information

Certificate:	Private	Age:	45, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Unknown
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 With waivers/limitations	Last FAA Medical Exam:	July 14, 2016
Occupational Pilot:	No	Last Flight Review or Equivalent:	March 29, 2022
Flight Time:	1900 hours (Total, all aircraft), 210 hours (Total, this make and model), 1900 hours (Pilot In Command, all aircraft)		

Passenger Information

Certificate:		Age:	
Airplane Rating(s):		Seat Occupied:	Rear
Other Aircraft Rating(s):		Restraint Used:	3-point
Instrument Rating(s):		Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	
Medical Certification:		Last FAA Medical Exam:	
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:			

Aircraft and Owner/Operator Information

Aircraft Make:	NATHAN A REHAK	Registration:	N2129P
Model/Series:	CAW-12	Aircraft Category:	Airplane
Year of Manufacture:	2022	Amateur Built:	Yes
Airworthiness Certificate:	Normal	Serial Number:	211622
Landing Gear Type:	Tailwheel	Seats:	3
Date/Type of Last Inspection:	October 10, 2023 Continuous airworthiness	Certified Max Gross Wt.:	2300 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	210 Hrs at time of accident	Engine Manufacturer:	Lycoming
ELT:	C126 installed, activated, aided in locating accident	Engine Model/Series:	O-360-C2A
Registered Owner:	On file	Rated Power:	180 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Unknown	Condition of Light:	Day
Observation Facility, Elevation:	PAWS, 354 ft msl	Distance from Accident Site:	68 Nautical Miles
Observation Time:	16:56 Local	Direction from Accident Site:	85°
Lowest Cloud Condition:		Visibility	10 miles
Lowest Ceiling:	Broken / 9000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	3 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	150°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.13 inches Hg	Temperature/Dew Point:	9°C / 5°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Wasilla, AK (PAWS)	Type of Flight Plan Filed:	None
Destination:	Beluga, AK	Type of Clearance:	None
Departure Time:	16:00 Local	Type of Airspace:	Class E

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	61.496667,-151.90388

Administrative Information

Investigator In Charge (IIC):	Rasmussen, Mitchell
Additional Participating Persons:	Kristian Gromada; FAA/FSDO; Anchorage, AK
Original Publish Date:	June 28, 2024
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=193231

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](#).