



Aviation Investigation Final Report

Location:	FLUSHING, Michigan	Accident Number:	CHI97LA274
Date & Time:	August 28, 1997, 18:35 Local	Registration:	N3065M
Aircraft:	Piper PA-12	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot landed on runway 18 with winds reported (7 miles away) as 350 degrees at 7 knots. The pilot reported that during the landing the airplane veered to the left as if the left brake was stuck. He applied right rudder and brake to no avail. The airplane continued off the side of the runway where it contacted a hangar with the left wing. Post accident inspection of the brakes and flight controls failed to reveal any failure/malfunction.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's failure to maintain directional control of the airplane during the landing roll. Factors associated with the accident were the tailwind, the pilot's runway selection, and the hangar.

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: LANDING - ROLL

Findings

1. (F) WEATHER CONDITION - TAILWIND
 2. (F) WRONG RUNWAY - SELECTED - PILOT IN COMMAND
 3. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
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Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT

Phase of Operation: LANDING - ROLL

Findings

4. (F) OBJECT - HANGAR/AIRPORT BUILDING

Factual Information

On August 28, 1997, at 1835 eastern daylight time, a Piper PA-12, N3065M, operated by a private pilot collided with a hangar following a loss of directional control while landing on runway 18 at the Dalton Airport, Flushing, Michigan. The pilot and passenger were not injured. The airplane was substantially damaged. Visual meteorological conditions prevailed and no flight plan was filed. The flight originated from Clio, Michigan, at 1825 edt.

The pilot reported that he landed the airplane on the centerline of runway 18. He reported that when he applied both brakes he noticed a "slight pull" to the left. He corrected by using right rudder and right brake. He continued to report he then used uneven braking on both brakes at which time it felt as if the left brake locked up. The airplane veered to the left. The pilot reported he applied right brake and rudder to no avail. The airplane traveled off the left side of the runway where the left wing contacted a hangar.

The airplane was inspected by a Federal Aviation Administration Inspector on September 2, 1997. He reported, "Left and right wheels & brakes were inspected. Brake operation was checked. Both sides operated normally with no grabbing or binding. Wheels were removed, brake drums were slightly grooved, but wear was not abnormal. Brake linings showed no abnormal wear. Note: Brakes were heel operated, drum & shoe type brakes. Control surfaces intact and controls appeared normal except for ailerons disconnected for wing removal."

The landing was being made on runway 18. Winds reported at Flint, Michigan (7 miles southeast of Dalton Airport) were from 350 degrees at 7 knots.

Pilot Information

Certificate:	Private	Age:	23, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	August 20, 1997
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	62 hours (Total, all aircraft), 62 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N3065M
Model/Series:	PA-12 PA-12	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal; Utility	Serial Number:	12-1751
Landing Gear Type:	Tailwheel	Seats:	3
Date/Type of Last Inspection:	May 6, 1997 Annual	Certified Max Gross Wt.:	1750 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	O-235-C
Registered Owner:	JOEL M. MONTAGUE	Rated Power:	100 Horsepower
Operator:		Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	FNT ,782 ft msl	Distance from Accident Site:	7 Nautical Miles
Observation Time:	18:54 Local	Direction from Accident Site:	155°
Lowest Cloud Condition:	Unknown	Visibility	10 miles
Lowest Ceiling:	Overcast / 4100 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	350°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	20°C / 14°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	CLIO , MI (51G)	Type of Flight Plan Filed:	None
Destination:	(3DA)	Type of Clearance:	None
Departure Time:	18:25 Local	Type of Airspace:	Class E

Airport Information

Airport:	DALTON 3DA	Runway Surface Type:	Asphalt
Airport Elevation:	733 ft msl	Runway Surface Condition:	Dry
Runway Used:	18	IFR Approach:	None
Runway Length/Width:	2510 ft / 50 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	43.060531,-83.839691(est)

Administrative Information

Investigator In Charge (IIC):	Sullivan, Pamela
Additional Participating Persons:	JERRY BUIT; BELLEVILLE , MI
Original Publish Date:	January 30, 1998
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=10685

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