



Aviation Investigation Final Report

Location:	CIRCLE HOT SPRI, Alaska	Accident Number:	ANC93LA117
Date & Time:	July 14, 1993, 12:30 Local	Registration:	N4946M
Aircraft:	PIPER PA-20	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

ACCORDING TO THE PILOT-IN-COMMAND HE FELT THERE WAS A ROCK JAMMED IN THE LEFT BRAKE OR WHEEL BECAUSE DURING HIS TAXI HE FELT THE LEFT WHEEL DRAGGING. HE ADDED POWER AND THE AIRPLANE TAXIED OVER SOME RUTS AT THE SAME TIME. THE AIRPLANE MADE A QUICK TURN AND LEFT THE SIDE OF THE RUNWAY STRIKING A TREE.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT-IN-COMMAND'S FAILURE TO MAINTAIN DIRECTIONAL CONTROL DURING TAXI. FACTOR IS THE ROUGH/RUTTED CONDITION OF THE AIRSTRIP.

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: TAXI - TO TAKEOFF

Findings

1. (F) TERRAIN CONDITION - ROUGH/UNEVEN
 2. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
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Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: TAXI - TO TAKEOFF

Findings

3. OBJECT - TREE(S)

Factual Information

On July 14, 1993, at 1230 Alaska daylight time, a wheel equipped Piper PA-20 airplane, N4946M, registered to and operated by the Pilot-in-Command, ran off the runway and struck a tree at Circle Hot Springs Airstrip, Circle Hot Springs, Alaska, while taxiing for takeoff. The personal flight, operating under 14 CFR Part 91 was taxiing for takeoff at Circle Hot Springs and the destination was Fairbanks, Alaska. A visual flight rules flight plan was filed and visual meteorological conditions prevailed. The airplane was substantially damaged and the Pilot-in-Command and his passenger were not injured.

According to the Pilot-in-Command during a telephone interview right after the accident, he felt the left wheel dragging during taxi and he added power. The airplane made a quick turn and ran off the side of the runway. According to the NTSB Form 6120.1/2 submitted by the Pilot-in-Command, he suspected that a rock had been jammed in the brake or wheel on the left side. He also stated that the wheels hit some ruts when he added power. He did not describe the width or depth of the ruts.

Pilot Information

Certificate:	Private	Age:	45, Male
Airplane Rating(s):	Single-engine land; Single-engine sea	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-w/ waivers/lim	Last FAA Medical Exam:	March 10, 1992
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	170 hours (Total, all aircraft), 45 hours (Total, this make and model), 170 hours (Pilot In Command, all aircraft), 11 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N4946M
Model/Series:	PA-20 PA-20	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	20-637
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	July 1, 1992 Annual	Certified Max Gross Wt.:	1800 lbs
Time Since Last Inspection:	18 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2490 Hrs	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	O-290-D
Registered Owner:	HENRY & SANDRA GARBOWSKI	Rated Power:	125 Horsepower
Operator:	GARBOWSKI, HENRY	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:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	40 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	27°C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	VFR
Destination:	FAIRBANKS , AK (FAI)	Type of Clearance:	None
Departure Time:	12:30 Local	Type of Airspace:	Class G

Airport Information

Airport:	CIRCLE HOT SPRINGS CHP	Runway Surface Type:	Gravel
Airport Elevation:	956 ft msl	Runway Surface Condition:	Dry
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

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:	65.790008,-144.200729(est)

Administrative Information

Investigator In Charge (IIC):	Kobelnyk, George
Additional Participating Persons:	PHIL EVANS; FAIRBANKS , AK
Original Publish Date:	June 30, 1994
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=2379

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