



Aviation Investigation Final Report

Location:	ANCHORAGE, Alaska	Accident Number:	ANC95LA165
Date & Time:	September 9, 1995, 17:00 Local	Registration:	N45DK
Aircraft:	PIPER PA-12	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported he was attempting to land the airplane on the remnants of an old road in gusty crosswind conditions. He said that during the landing roll, a wind gust caused him to lose directional control. The left main wheel went off the road and into an adjoining marsh. The airplane's main landing gear then struck a log, and the airplane nosed over.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's inadequate compensation for the wind conditions. A factor relating to the accident was: the gusty crosswind condition.

Findings

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

Findings

1. (F) WEATHER CONDITION - CROSSWIND
 2. (F) WEATHER CONDITION - GUSTS
 3. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
 4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
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Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER

Phase of Operation: LANDING

Findings

5. TERRAIN CONDITION - SWAMPY

Occurrence #3: ON GROUND/WATER COLLISION WITH OBJECT

Phase of Operation: LANDING

Occurrence #4: NOSE OVER

Phase of Operation: LANDING

Factual Information

On September 9, 1995, about 1700 Alaska daylight time, a wheel equipped Piper PA-12 airplane, N45DK, sustained substantial damage while landing at an off airport site approximately 30 miles west of Anchorage, Alaska. The solo private pilot was not injured. The personal flight operated in visual meteorological conditions without a flight plan. The flight originated at Merrill Field, Anchorage, about 1630.

The pilot reported he was attempting to land the airplane in gusty crosswind conditions near the Susitna River on the remnants of a gravel road. He said a wind gust caused him to lose directional control while landing. He attempted to abort the landing, but the left wheel went off the edge of the gravel landing surface. The airplane subsequently went into a marshy area, struck a log and nosed over.

Pilot Information

Certificate:	Private	Age:	35, 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:	March 16, 1995
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	335 hours (Total, all aircraft), 88 hours (Total, this make and model), 296 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N45DK
Model/Series:	PA-12 PA-12	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	12-1223
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	April 18, 1995 Annual	Certified Max Gross Wt.:	1750 lbs
Time Since Last Inspection:	103 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	4953 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-320-A2B
Registered Owner:	BRENT C. SHAFFER	Rated Power:	150 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:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Unknown	Visibility	20 miles
Lowest Ceiling:	Overcast / 5000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	5 knots / 15 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	360°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	10°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(MRI)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	00:00 Local	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	61.220737,-149.850799(est)

Administrative Information

Investigator In Charge (IIC):	Labelle, James
Additional Participating Persons:	JOHN L CROUSE; ANCHORAGE , AK
Original Publish Date:	May 9, 1996
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=2738

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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](#).