



# Aviation Investigation Final Report

<b>Location:</b>	ANIAK, Alaska	<b>Accident Number:</b>	ANC95LA171
<b>Date &amp; Time:</b>	September 17, 1995, 15:00 Local	<b>Registration:</b>	N3334M
<b>Aircraft:</b>	PIPER PA-12	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The pilot reported he was landing on a 6,000 foot long gravel runway. He said he did not see a soft, gravel berm on the runway prior to landing. The accident airplane's main landing gear encountered the gravel berm, and the left main wheel separated from the landing gear at the axle. The airplane subsequently nosed down.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's selection of an unsuitable portion of the 6,000 foot long gravel runway for landing. A factor associated with the accident was: the soft gravel berm on the runway.

## Findings

Occurrence #1: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER  
Phase of Operation: LANDING

### Findings

1. (F) AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - BERM
2. (C) UNSUITABLE TERRAIN OR TAKEOFF/LANDING/TAXI AREA - SELECTED - PILOT IN COMMAND
3. LANDING GEAR, WHEEL - SEPARATION

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Occurrence #2: NOSE DOWN  
Phase of Operation: LANDING



## Factual Information

On September 17, 1995, about 1500 Alaska daylight time, a wheel equipped Piper PA-12 airplane, N3334M, owned and operated by the pilot, sustained substantial damage while landing at Aniak Airport, Aniak, Alaska. The solo private pilot was not injured. The personal flight operated without a flight plan in visual meteorological conditions. The flight departed Grayling, Alaska, time unknown, and the destination was Aniak.

The pilot reported soon after he landed on the 6,000 foot long gravel runway, the main landing gear encountered an unseen, soft gravel berm. He said the left main landing gear wheel sheared at the axle, and the airplane nosed down.

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	54, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Front
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical-w/ waivers/lim	<b>Last FAA Medical Exam:</b>	March 30, 1994
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	98 hours (Total, all aircraft), 24 hours (Total, this make and model)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	PIPER	<b>Registration:</b>	N3334M
<b>Model/Series:</b>	PA-12 PA-12	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	12-2192
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	3
<b>Date/Type of Last Inspection:</b>	Annual	<b>Certified Max Gross Wt.:</b>	1750 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	O-235-C
<b>Registered Owner:</b>	CARL A. WALKER	<b>Rated Power:</b>	100 Horsepower
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	ANI ,88 ft msl	<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>	15:15 Local	<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Unknown	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	Overcast / 5000 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	/	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	0°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29 inches Hg	<b>Temperature/Dew Point:</b>	16°C / 11°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	GRAYLING , AK	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	(ANI )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	00:00 Local	<b>Type of Airspace:</b>	Class E

## Airport Information

<b>Airport:</b>	ANIAK ANI	<b>Runway Surface Type:</b>	Gravel
<b>Airport Elevation:</b>	88 ft msl	<b>Runway Surface Condition:</b>	Dry;Soft
<b>Runway Used:</b>	10	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	6000 ft / 150 ft	<b>VFR Approach/Landing:</b>	Full stop;Traffic pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	61.199489,-158.59909(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Labelle, James
<b>Additional Participating Persons:</b>	GENE D CORDLE; ANCHORAGE , AK
<b>Original Publish Date:</b>	May 9, 1996
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=2741">https://data.ntsb.gov/Docket?ProjectID=2741</a>

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