



# Aviation Investigation Final Report

<b>Location:</b>	ANCHORAGE, Alaska	<b>Accident Number:</b>	ANC99LA069
<b>Date &amp; Time:</b>	June 5, 1999, 07:05 Local	<b>Registration:</b>	N78456
<b>Aircraft:</b>	Piper PA-12	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The pilot was attempting to land on an off airport gravel bar, with a right crosswind of 15 to 20 knots. He described the airplane developing a high rate of descent prior to landing, and increasing power to slow the descent. He said the airplane landed hard, bounced, and he aborted the landing. He then observed the right main wheel misaligned about 30 degrees. The pilot returned to the departure airport's gravel airstrip for an emergency landing. During the landing, the right main landing gear strut collapsed, damaging the right-front lift-strut.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to compensate for the wind conditions and maintain a proper rate of descent during the approach for landing, which resulted in a hard landing, and the subsequent collapse of the right main landing gear strut.

## Findings

Occurrence #1: HARD LANDING  
Phase of Operation: LANDING - ABORTED

### Findings

1. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
2. (C) PROPER DESCENT RATE - NOT MAINTAINED - PILOT IN COMMAND
3. LANDING GEAR,MAIN GEAR STRUT - BENT

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Occurrence #2: MAIN GEAR COLLAPSED  
Phase of Operation: EMERGENCY LANDING

Findings

4. LANDING GEAR,MAIN GEAR STRUT - COLLAPSED
5. DIRECTIONAL CONTROL - NOT POSSIBLE

## Factual Information

On June 5, 1999, at 0705 Alaska daylight time, a tundra tire equipped Piper PA-12 airplane, N78456, sustained substantial damage during an emergency landing at the Lake Hood Strip, Anchorage, Alaska. The airline transport pilot and sole passenger were not injured. The airplane was being operated under 14 CFR Part 91 as a Visual Flight Rules (VFR) personal flight. The flight departed Anchorage International Airport, Anchorage, at 0605, for the Alexander River, about 40 miles north of Anchorage. Visual meteorological conditions prevailed at the time of the accident, and no flight plan was filed.

The pilot and passenger spoke with the NTSB investigator-in-charge (IIC) at the accident site at 0715. Both occupants stated that while attempting to land on a gravel bar, the airplane hit hard, bounced, and the pilot aborted the landing. The pilot indicated the winds were about 15 to 20 knots, from the right of the nose. The pilot said that prior to touchdown the airplane developed a high rate of descent, which he attempted to reduce by increasing power. Both occupants said they heard a loud noise during the landing, and then saw the right wheel misaligned about 30 degrees to the right. The pilot flew the airplane to Anchorage, and decided to land on the gravel strip at Lake Hood. During landing, the right main landing gear strut collapsed. The right wingtip struck the ground, damaging the wingtip and right-forward lift-strut.

### Pilot Information

<b>Certificate:</b>	Airline transport; Commercial; Private	<b>Age:</b>	27, Male
<b>Airplane Rating(s):</b>	Single-engine land; Single-engine sea; Multi-engine land	<b>Seat Occupied:</b>	Front
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	Airplane single-engine	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 Valid Medical-w/ waivers/lim	<b>Last FAA Medical Exam:</b>	March 26, 1999
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	5766 hours (Total, all aircraft), 162 hours (Total, this make and model), 4870 hours (Pilot In Command, all aircraft), 184 hours (Last 90 days, all aircraft), 39 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Piper	<b>Registration:</b>	N78456
<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>	12-1965
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	3
<b>Date/Type of Last Inspection:</b>	November 15, 1999 Annual	<b>Certified Max Gross Wt.:</b>	1935 lbs
<b>Time Since Last Inspection:</b>	14 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	2934 Hrs	<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	O-320-A2B
<b>Registered Owner:</b>	SCOTT E. ROZMENOSKI	<b>Rated Power:</b>	150 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>	LHD ,73 ft msl	<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>	07:05 Local	<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	5 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	340°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29 inches Hg	<b>Temperature/Dew Point:</b>	10°C / 2°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	, AK (ANC )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	(Z41 )	<b>Type of Clearance:</b>	VFR
<b>Departure Time:</b>	06:05 Local	<b>Type of Airspace:</b>	Class D;FAR 93

## Airport Information

<b>Airport:</b>	LAKE HOOD STRIP Z41	<b>Runway Surface Type:</b>	Gravel
<b>Airport Elevation:</b>	73 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	31	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	2200 ft / 70 ft	<b>VFR Approach/Landing:</b>	Traffic pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 None	<b>Latitude, Longitude:</b>	61.160804,-149.990798(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Thomas, Matthew
<b>Additional Participating Persons:</b>	HARRY GILSON (FAA FSDO); ANCHORAGE , AK
<b>Original Publish Date:</b>	June 22, 2000
<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=46564">https://data.ntsb.gov/Docket?ProjectID=46564</a>

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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](#).