



# Aviation Investigation Final Report

<b>Location:</b>	DUTCH JOHN, Utah	<b>Accident Number:</b>	DEN00LA111
<b>Date &amp; Time:</b>	June 14, 2000, 15:00 Local	<b>Registration:</b>	N3846M
<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

During landing roll, at the completion of a cross-country flight, wind gusts in excess of 30 knots which varied 15 to 20 degrees either side of the runway heading were encountered. The aircraft departed the right side of the runway and struck a tree causing damage to the right wing and right 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 wind conditions and control the aircraft while landing in gusting wind conditions.

## Findings

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

### Findings

1. WEATHER CONDITION - VARIABLE WIND
  2. WEATHER CONDITION - GUSTS
  3. (C) COMPENSATION FOR WIND CONDITIONS - INACCURATE - PILOT IN COMMAND
  4. (C) AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND
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Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT

Phase of Operation: LANDING - ROLL

Findings

5. OBJECT - TREE(S)

## Factual Information

On June 14, 2000, at 1500 mountain daylight time, a Piper PA-12, N3846M, sustained substantial damage when it departed the side of the runway during landing roll at Dutch John, Utah. The private pilot and sole occupant was not injured. Visual meteorological conditions prevailed for this personal flight which originated at Driggs, Idaho, earlier in the day. The flight was operating under Title 14 CFR Part 91 and no flight plan was filed.

The pilot reported that he was attempting to land on runway 29 at Dutch John and encountered wind gusts that varied in direction from 15 to 20 degrees either side of the runway. He estimated the gusts to be in excess of 30 knots.

In his report on the accident, the pilot said he lost control of the aircraft during landing roll due to the gusts and the aircraft departed the right side of the runway and hit a tree. Damage was to the right wing and right wing strut.

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	68, 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>	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, 1999
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	5620 hours (Total, all aircraft), 30 hours (Total, this make and model), 5620 hours (Pilot In Command, all aircraft), 53 hours (Last 90 days, all aircraft), 12 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>	N3846M
<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>	12-2757
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	February 21, 2000 Annual	<b>Certified Max Gross Wt.:</b>	1838 lbs
<b>Time Since Last Inspection:</b>	10 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	3425 Hrs	<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	O-320-A2B
<b>Registered Owner:</b>	JOSEPH C. BENNETT	<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>	VEL ,5274 ft msl	<b>Distance from Accident Site:</b>	35 Nautical Miles
<b>Observation Time:</b>	14:53 Local	<b>Direction from Accident Site:</b>	178°
<b>Lowest Cloud Condition:</b>	Scattered	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	9 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	150°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30 inches Hg	<b>Temperature/Dew Point:</b>	28°C / 3°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	DRIGGS , ID (U59 )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	(33U )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	13:00 Local	<b>Type of Airspace:</b>	Class E

## Airport Information

<b>Airport:</b>	DUTCH JOHN 33U	<b>Runway Surface Type:</b>	Macadam
<b>Airport Elevation:</b>	6561 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	29	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	6600 ft / 60 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>		<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>	40.939712,-109.190902(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Wiemeyer, Norm
<b>Additional Participating Persons:</b>	J. R BARTON; SALT LAKE CITY , UT
<b>Original Publish Date:</b>	December 4, 2000
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	The NTSB traveled to the scene of this accident.
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=49438">https://data.ntsb.gov/Docket?ProjectID=49438</a>

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