



# Aviation Investigation Final Report

<b>Location:</b>	FAIRBANKS, Alaska	<b>Accident Number:</b>	ANC01LA130
<b>Date &amp; Time:</b>	August 30, 2001, 18:00 Local	<b>Registration:</b>	N3416M
<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 private certificated pilot applied full engine power to begin the takeoff roll on runway 36 from a private airstrip. The airstrip has a gravel surface runway that is 4,700 feet long, and 75 feet wide. The pilot said the left main landing gear tire encountered a rut on the runway, and the airplane began to veer to the left. The airplane began to depart the runway surface off the left side of the airstrip, and the pilot said she aborted the takeoff. The airplane continued to the left and collided with a stack of cut wood logs. Both the main landing gear collapsed, and the airplane received damage to the propeller, fuselage, wings, and wing lift struts. The pilot indicated the wind was from 070 degrees at 8 knots.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: A failure of the pilot to maintain directional control of the airplane during the takeoff run.

### Findings

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

#### Findings

1. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

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Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT

Phase of Operation: TAKEOFF - ABORTED

Findings

2. OBJECT - OTHER

## Factual Information

On August 30, 2001, about 1800 Alaska daylight time, a tundra tire-equipped Piper PA-12 airplane, N3416M, sustained substantial damage during takeoff from the Chena Marina Airstrip, located about 5 miles southwest of Fairbanks, Alaska. The airplane was being operated as a visual flight rules (VFR) local area personal flight when the accident occurred. The airplane was operated by the pilot. The private certificated pilot, and the sole passenger, were not injured. Visual meteorological conditions prevailed.

During a telephone conversation with the National Transportation Safety Board (NTSB) investigator-in-charge (IIC), on August 30, the pilot reported she applied full engine power to begin the takeoff roll on runway 36 at Chena Marina. The pilot said the left main landing gear tire encountered a rut on the runway, and the airplane began to veer to the left. The airplane began to depart the runway surface off the left side of the airstrip, and the pilot said she aborted the takeoff. The airplane continued to the left and collided with a stack of cut wood logs. Both the main landing gear collapsed, and the airplane received damage to the propeller, fuselage, wings, and wing lift struts. The pilot indicated the wind was from 070 degrees at 8 knots.

The Chena Marina Airstrip is a private airfield with a gravel surface runway that is 4,700 feet long, and 75 feet wide.

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	59,Female
<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>	Yes
<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>	June 5, 2000
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	September 21, 1999
<b>Flight Time:</b>	263 hours (Total, all aircraft), 15 hours (Total, this make and model), 178 hours (Pilot In Command, all aircraft), 15 hours (Last 90 days, all aircraft), 5 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Piper	<b>Registration:</b>	N3416M
<b>Model/Series:</b>	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>	12-2263
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	3
<b>Date/Type of Last Inspection:</b>	September 20, 2000 Annual	<b>Certified Max Gross Wt.:</b>	1750 lbs
<b>Time Since Last Inspection:</b>	17 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	2235 Hrs at time of accident	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	O-235-C1
<b>Registered Owner:</b>	JAMES C. BECKER	<b>Rated Power:</b>	115 Horsepower
<b>Operator:</b>	MARY J. BECKER	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>		<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>		<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>	8 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	70°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>		<b>Temperature/Dew Point:</b>	18°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	FAIRBANKS, AK (AK28)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	VFR
<b>Departure Time:</b>	18:00 Local	<b>Type of Airspace:</b>	Class E;TRSA

## Airport Information

<b>Airport:</b>	CHENA MARINA AK28	<b>Runway Surface Type:</b>	Gravel
<b>Airport Elevation:</b>	427 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	36	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	4700 ft / 75 ft	<b>VFR Approach/Landing:</b>	None

## 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>	64.813888,-147.918609

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Erickson, Scott
<b>Additional Participating Persons:</b>	CHRIS FARNELL; FAA-AL-FAI FSDO 01; FAIRBANKS, AK
<b>Original Publish Date:</b>	February 20, 2002
<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=53152">https://data.ntsb.gov/Docket?ProjectID=53152</a>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).