



Aviation Investigation Final Report

Location:	Teller, Alaska	Accident Number:	ANC03LA056
Date & Time:	June 8, 2003, 16:45 Local	Registration:	N2475M
Aircraft:	Piper PA-12	Aircraft Damage:	Substantial
Defining Event:		Injuries:	3 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported he was landing his tailwheel-equipped airplane on a gravel runway with a prevailing left crosswind. During the landing roll, the airplane swerved to the left, and he attempted to regain directional control and abort the landing by applying right brake, right rudder, and engine power. He was unable to abort the landing, and the right main landing gear tire deflated. The airplane subsequently nosed down, and received substantial damage to the fuselage, left aileron, and horizontal stabilizer.

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 a crosswind and his failure to maintain directional control during the landing roll, resulting in a loss of control and nose down of the airplane. A factor in the accident was a crosswind.

Findings

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

Findings

1. (F) WEATHER CONDITION - CROSSWIND
2. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
3. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2: NOSE DOWN
Phase of Operation: LANDING - ABORTED

Findings

4. TERRAIN CONDITION - RUNWAY

Factual Information

On June 8, 2003, about 1645 Alaska daylight time, a tailwheel-equipped Piper PA-12 airplane, N2475M, sustained substantial damage when it nosed down during an aborted landing at the Quartz Creek airstrip, located about 50 miles east-northeast of Teller, Alaska. The private pilot and the two passengers were not injured. The Title 14, CFR Part 91 local personal flight operated in day visual meteorological conditions without a flight plan. The flight was operated by the pilot/airplane owner. The flight departed Taylor, Alaska, about 1615, and the destination was the Quartz Creek airstrip.

According to the pilot's written statement, he was landing on runway 12 at the Quartz Creek gravel-surfaced airstrip with a left crosswind from approximately 060 degrees (magnetic) at 6 to 7 knots. He reported that he made a correction for the crosswind, but that during the landing roll, the airplane veered to the left. He attempted to regain directional control, and abort the landing by applying right brake, right rudder, and engine power. He was unable to successfully abort the landing, the right main landing gear tire deflated, and the airplane nosed down, damaging fuselage longerons, the left aileron, and the left tip of the horizontal stabilizer. The pilot indicated there were no preaccident mechanical problems with the airplane.

Pilot Information

Certificate:	Private	Age:	21, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	May 10, 2002
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	February 21, 2003
Flight Time:	377 hours (Total, all aircraft), 175 hours (Total, this make and model), 303 hours (Pilot In Command, all aircraft), 21 hours (Last 90 days, all aircraft), 20 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N2475M
Model/Series:	PA-12	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	1688
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	August 29, 2002 Annual	Certified Max Gross Wt.:	1735 lbs
Time Since Last Inspection:	75 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	3278 Hrs as of last inspection	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	O-320
Registered Owner:	William E. Tweet	Rated Power:	150 Horsepower
Operator:		Operating Certificate(s) Held:	None

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:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	60°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	16°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Taylor, AK (AK49)	Type of Flight Plan Filed:	None
Destination:	Quartz Creek, AK (5QC)	Type of Clearance:	None
Departure Time:	16:15 Local	Type of Airspace:	Class G

Airport Information

Airport:	Quartz Creek 5QC	Runway Surface Type:	Gravel
Airport Elevation:	416 ft msl	Runway Surface Condition:	Dry
Runway Used:	12	IFR Approach:	None
Runway Length/Width:	2960 ft / 64 ft	VFR Approach/Landing:	Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	2 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 None	Latitude, Longitude:	65.406112,-164.655548

Administrative Information

Investigator In Charge (IIC):	LaBelle, James
Additional Participating Persons:	Blayne Camp; FAA, Fairbanks Flight Standards; Fairbanks, AK
Original Publish Date:	November 25, 2003
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=57179

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