



Aviation Investigation Final Report

Location:	Imnaha, Oregon	Accident Number:	LAX07LA195
Date & Time:	June 16, 2007, 10:30 Local	Registration:	N2343M
Aircraft:	Piper PA-12	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot attempted to land at a back country dirt airstrip along side a river bank. During the landing roll the left tire struck a rock and the airplane veered off the runway to the left. The tires had been inflated to 25 pounds per square inch (psi) before the flight. On previous flights to the dirt strip the pilot had deflated the tire pressure to 12-15 psi, and landed without incident. The airplane sustained substantial damage, including a bent wing 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 maintain directional control during the landing roll.

Findings

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

Findings

1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - ROUGH/UNEVEN
2. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING - ROLL

Findings

4. TERRAIN CONDITION - ROCK(S)/BOULDER(S)

Factual Information

On June 16, 2007, about 1030 Pacific daylight time, a Piper PA-12, N2343M, collided with a rock on the landing roll on a dirt airstrip near Imnaha, Oregon. The pilot was operating the airplane under the provisions of 14 CFR Part 91. The commercial pilot and one passenger were not injured; the airplane sustained substantial damage. The cross-country personal flight departed Lewiston-Nez Perce County Airport, Lewiston, Idaho, about 0950. Visual meteorological conditions prevailed, and no flight plan had been filed.

The pilot stated in a written report that he was attempting to land at Sluice Creek, a back country dirt airstrip located along the banks of the Snake River in Oregon. During the landing roll, the left tire struck a rock and the airplane departed the runway to the left. The tires had been inflated to 25 pounds per square inch (psi) before the flight. He noted that on previous flights to Sluice Creek he had deflated the tire pressure to 12-15 psi, and landed without incident.

According to an FAA inspector, the airplane sustained substantial damage, including a bent wing strut, which the pilot temporarily repaired at the scene of the accident.

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	50, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Front
Other Aircraft Rating(s):	Balloon	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine	Toxicology Performed:	No
Medical Certification:	Class 1 With waivers/limitations	Last FAA Medical Exam:	November 1, 2006
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	November 1, 2006
Flight Time:	11676 hours (Total, all aircraft), 1125 hours (Total, this make and model), 11488 hours (Pilot In Command, all aircraft), 120 hours (Last 90 days, all aircraft), 32 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N2343M
Model/Series:	PA-12	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	12-1603
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	July 1, 2006 Annual	Certified Max Gross Wt.:	1750 lbs
Time Since Last Inspection:	68 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	4635 Hrs at time of accident	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	O-235
Registered Owner:	Reed J. Taylor	Rated Power:	115 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:	LWS,1442 ft msl	Distance from Accident Site:	67 Nautical Miles
Observation Time:	10:56 Local	Direction from Accident Site:	10°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	Overcast / 6000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	13 knots / 19 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	290°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.89 inches Hg	Temperature/Dew Point:	21°C / 7°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Lewiston, ID (LWS)	Type of Flight Plan Filed:	None
Destination:	Imnaha, OR	Type of Clearance:	None
Departure Time:	09:50 Local	Type of Airspace:	

Airport Information

Airport:	Sluice Creek Unimproved Strip NONE	Runway Surface Type:	Dirt
Airport Elevation:	1379 ft msl	Runway Surface Condition:	Dry;Rough;Vegetation
Runway Used:	21	IFR Approach:	None
Runway Length/Width:	1260 ft / 60 ft	VFR Approach/Landing:	Full stop;Traffic pattern

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	Plagens, Howard
Additional Participating Persons:	Craig Karel; Federal Aviation Administration FSDO; Boise, ID
Original Publish Date:	March 31, 2008
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=66117

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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](#).