



National Transportation Safety Board Aviation Accident Final Report

Location:	FAIRBANKS, AK	Accident Number:	ANC94LA063
Date & Time:	06/01/1994, 1400 AKD	Registration:	N4380M
Aircraft:	PIPER PA-12	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

THE PILOT STATED HE OVERFLEW THE LANDING AREA AND DID NOT SEE ANY OBSTRUCTION. HE TOUCHED DOWN ON THE LANDING AREA INTENDING TO 'DRAG THE LANDING AREA' BUT BECAUSE THE LANDING WAS SMOOTH HE ELECTED TO REMAIN ON THE GROUND. APPROXIMATELY 2/3 OF THE WAY DOWN THE LANDING AREA HE SAW A DITCH AND THE AIRPLANE STRUCK THE DITCH. HE STATED HE WAS TOO SLOW TO ATTEMPT A GO AROUND AND HE WAS UNABLE TO STOP THE AIRPLANE. THE MAIN GEAR SEPARATED FROM THE FUSELAGE AND THE PLANE SKIDDED TO A STOP.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S SELECTION OF AN UNSUITABLE LANDING AREA.

Findings

Occurrence #1: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING - ROLL

Findings

1. TERRAIN CONDITION - DITCH
2. (C) UNSUITABLE TERRAIN OR TAKEOFF/LANDING/TAXI AREA - SELECTED - PILOT IN COMMAND

Occurrence #2: MAIN GEAR COLLAPSED
Phase of Operation: LANDING - ROLL

Findings

3. LANDING GEAR,MAIN GEAR - OVERLOAD

Factual Information

On June 1, 1994, at 1400 Alaska daylight time, a wheel equipped Piper PA-12 airplane, N4380M, hit a 3-4 ft. deep trench during landing rollout, collapsing the landing gear, and damaging the wings and fuselage. The personal flight was conducted under 14 CFR Part 91 in visual meteorological conditions. The flight departed from Fairbanks and the destination was a sand bar on the Tanana river. No flight plan was filed. The Pilot in Command was uninjured. The aircraft was substantially damaged.

According to the Pilot in Command, he was looking for a place to land and made two passes, one at 200 feet above the ground (AGL) and another at 150 AGL. He then made two more passes perpendicular to the intended landing site at 50 AGL. He stated he could see no obstruction. He lined up on final and intended to do a "3 foot drag" and possibly touchdown. He touched down and stated the landing was smooth and he decided to brake and remain on the ground. Approximately 2/3 of the way down the landing area he saw a ditch and was not able to execute a go around or stop before hitting the ditch. When the airplane struck the ditch, the main landing gear separated from the fuselage and the airplane skidded to a stop while dragging its right wing.

Pilot Information

Certificate:	Private	Age:	45, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	05/02/1994
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	326 hours (Total, all aircraft), 205 hours (Total, this make and model), 326 hours (Pilot In Command, all aircraft), 8 hours (Last 90 days, all aircraft), 8 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N4380M
Model/Series:	PA-12 PA-12	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Provisional; Normal	Serial Number:	12-3316
Landing Gear Type:	Tailwheel	Seats:	3
Date/Type of Last Inspection:	05/18/1994, Annual	Certified Max Gross Wt.:	1750 lbs
Time Since Last Inspection:	7 Hours	Engines:	1 Reciprocating
Airframe Total Time:	3992 Hours	Engine Manufacturer:	Lycoming
ELT:	Installed, activated, aided in locating accident	Engine Model/Series:	O-320-A2B
Registered Owner:	KRIZE, ROBERT L.	Rated Power:	150 hp
Operator:	KRIZE, ROBERT L.	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	90 Miles
Lowest Ceiling:	Broken / 4500 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	10°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	19° C / 12° C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	VFR
Destination:	TANANA RIVER, AK	Type of Clearance:	None
Departure Time:	1345 ADT	Type of Airspace:	Class G

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC): GEORGE KOBELNYK **Report Date:** 01/25/1995

Additional Participating Persons: LARRY DALRYMPLE; FAIRBANKS, AK

Publish Date:

Investigation Docket: NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinq@ntsb.gov, or at 800-877-6799. Dockets released after this date are available at <http://dms.nts.gov/pubdms/>.

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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).