



National Transportation Safety Board Aviation Accident Final Report

Location:	CHICKALOON, AK	Accident Number:	ANC02LA113
Date & Time:	09/02/2002, 1700 AKD	Registration:	N3233M
Aircraft:	Piper PA-12	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None

Flight Conducted Under: Part 91: General Aviation - Positioning

Analysis

The commercial certificated pilot was landing the tundra tire-equipped airplane on a remote airstrip to pick up a hunter. The gravel surface airstrip, oriented north/south, is about 900 feet long and 10 feet wide. The pilot said he was landing toward the north. During the landing roll, the pilot reported that the tail came up too high, and the airplane nosed over. The airplane received damage to the propeller, cowling, right wing, the right wing lift strut, and the top of the rudder.

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 control of the airplane during the landing roll, which precipitated a nose over.

Findings

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

Findings

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

Occurrence #2: NOSE OVER
Phase of Operation: LANDING - ROLL

Factual Information

On September 2, 2002, about 1700 Alaska daylight time, a tundra tire-equipped Piper PA-12 airplane, N3233M, sustained substantial damage when it nosed over during landing at a remote airstrip, about 20 miles north of Chickaloon, Alaska. The airplane was being operated as a visual flight rules (VFR) cross-country positioning flight under Title 14, CFR Part 91, when the accident occurred. The airplane was operated by Grasshopper Aviation, Wasilla, Alaska. The commercial certificated pilot, the sole occupant, was not injured. Visual meteorological conditions prevailed, and VFR company flight following procedures were in effect. The flight originated at the Wasilla Airport, about 1615.

During a telephone conversation with the National Transportation Safety Board (NTSB) investigator-in-charge (IIC), on September 3, the pilot reported he was landing on an airstrip known as 30 mile strip to pick up a hunter. The gravel surface airstrip, oriented north/south, is about 900 feet long and 10 feet wide. The pilot said he was landing toward the north. During the landing roll, the pilot reported that the tail came up too high, and the airplane nosed over. The airplane received damage to the propeller, cowling, right wing, the right wing lift strut, and the top of the rudder.

Pilot Information

Certificate:	Commercial	Age:	58, Male
Airplane Rating(s):	Single-engine Land; Single-engine Sea	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
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:	01/27/2002
Occupational Pilot:		Last Flight Review or Equivalent:	08/23/2002
Flight Time:	3500 hours (Total, all aircraft), 30 hours (Total, this make and model), 3500 hours (Pilot In Command, all aircraft), 120 hours (Last 90 days, all aircraft), 80 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N3233M
Model/Series:	PA-12	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	12-2027
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	Annual	Certified Max Gross Wt.:	1750 lbs
Time Since Last Inspection:	50 Hours	Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	O-320
Registered Owner:	ROBERT J. LUTZ	Rated Power:	160 hp
Operator:	GRASSHOPPER AVIATION	Operating Certificate(s) Held:	On-demand Air Taxi (135)
Operator Does Business As:		Operator Designator Code:	G7HC

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	50 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	Calm /	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.9 inches Hg	Temperature/Dew Point:	13° C / 4° C
Precipitation and Obscuration:			
Departure Point:	WASILLA, AK (PAWS)	Type of Flight Plan Filed:	Company VFR
Destination:	CHICKALOON, AK	Type of Clearance:	None
Departure Time:	1615 ADT	Type of Airspace:	Class G

Airport Information

Airport:	CHICKALOON AIRSTRIP	Runway Surface Type:	Gravel
Airport Elevation:	2000 ft	Runway Surface Condition:	Dry
Runway Used:	36	IFR Approach:	None
Runway Length/Width:	900 ft / 10 ft	VFR Approach/Landing:	Full Stop

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:	62.096944, -148.214722

Administrative Information

Investigator In Charge (IIC):	SCOTT ERICKSON	Report Date:	04/18/2003
Additional Participating Persons:	TONY FISCHER; FAA-AL-ANC FSDO 03; ANCHORAGE, 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 pubinquiry@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.ntsbt.gov/pubdms/ .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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](#).