



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	Chena Hot Springs, AK	<b>Accident Number:</b>	ANC11CA001
<b>Date &amp; Time:</b>	10/01/2010, 1730 AKD	<b>Registration:</b>	N4166M
<b>Aircraft:</b>	PIPER PA-12	<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Analysis

The pilot reported that he was landing the tailwheel-equipped airplane on a gravel-covered runway in a left crosswind. He stated that during touchdown he used insufficient rudder and the airplane veered to the left. He added power to correct the situation and abort the landing, but the airplane's right wing contacted trees and it pivoted to the right. The airplane continued to track right, exited the gravel runway, and came to rest at the base of an embankment. The airplane sustained substantial damage to the left wing assembly and empennage. The pilot noted that there were no preimpact mechanical anomalies with the airplane.

## Flight Events

Landing - Loss of control on ground  
Takeoff - Attempted remediation/recovery  
Takeoff - Runway excursion

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be:  
The pilot's inadequate compensation for the wind conditions during landing, which resulted in a loss of directional control and collision with trees.

## Findings

Aircraft-Aircraft oper/perf/capability-Performance/control parameters-Directional control-Not attained/maintained - C  
Environmental issues-Physical environment-Object/animal/substance-Tree(s)-Contributed to outcome  
Environmental issues-Conditions/weather/phenomena-Wind-Crosswind-Response/compensation - C  
Environmental issues-Conditions/weather/phenomena-Wind-Crosswind-Contributed to outcome

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	66
<b>Airplane Rating(s):</b>	Single-engine Land; Single-engine Sea	<b>Instrument Rating(s):</b>	None
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	5500 hours (Total, all aircraft), 1400 hours (Total, this make and model), 3500 hours (Pilot In Command, all aircraft), 35 hours (Last 90 days, all aircraft), 16 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

Aircraft Manufacturer:	PIPER	Registration:	N4166M
Model/Series:	PA-12	Engines:	1 Reciprocating
Operator:	WOOLACE JAMES L	Engine Manufacturer:	LYCOMING
Air Carrier Operating Certificate:	None	Engine Model/Series:	O-320 SERIES
Flight Conducted Under:	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

Observation Facility, Elevation:		Weather Information Source:	Pilot
Conditions at Accident Site:	Visual Conditions	Lowest Ceiling:	Overcast / 8000 ft agl
Condition of Light:	Day	Wind Speed/Gusts, Direction:	5 knots/ 10 knots, 30°
Temperature:	7° C	Visibility	10 Miles
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	North Pole, AK	Destination:	Chena Hot Springs, AK (AK13)

## Airport Information

Airport:	Chena Hot Springs (AK13)	Runway Surface Type:	Gravel
Runway Used:	08	Runway Surface Condition:	Dry
Runway Length/Width:	3000 ft / 60 ft		

## 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

## Administrative Information

Investigator In Charge (IIC):	Dennis J Hogenson	Adopted Date:	03/16/2011
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
Investigation Docket:	<a href="http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=77477">http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=77477</a>		

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