



National Transportation Safety Board Aviation Accident Factual Report

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|--------------------------------|--------------------------------------|-------------------------|-----------------|
| Location: | Glennallen, AK | Accident Number: | ANC07LA018 |
| Date & Time: | 02/01/2007, 0945 AST | Registration: | N3233M |
| Aircraft: | Piper PA-12 | Aircraft Damage: | Substantial |
| Defining Event: | | Injuries: | 1 Minor, 1 None |
| Flight Conducted Under: | Part 91: General Aviation - Personal | | |

On February 1, 2007, about 0945 Alaska Standard time, a ski-equipped Piper PA-12 airplane, N3233M, sustained substantial damage when it collided with snow-covered terrain while maneuvering to land on a remote lake, about 30 miles northwest of Glennallen, Alaska. The airplane was being operated as a visual flight rules (VFR) local area personal flight under Title 14, CFR Part 91 when the accident occurred. The airplane was operated in visual meteorological conditions by the pilot/owner of Copper Valley Air Service, LLC, Glennallen. The commercial certificated pilot was not injured. The sole passenger received minor injuries. The flight originated at the Gulkana Airport, Gulkana, Alaska, about 0920, and no flight plan was filed.

During a telephone conversation with the National Transportation Safety Board (NTSB) investigator-in-charge (IIC), on February 2, the pilot reported that he and the passenger were scouting the area for a wolf hunt, and decided to land on a frozen lake. While making a slight left turn toward the landing area, he said he encountered a windshear about 20 feet above the ground. He said the airplane was configured with 20 degrees of flaps, and the airspeed was about 45 mph. The pilot indicated the left wing stalled, and the airplane descended, colliding with the surface of the lake. The airplane received structural damage to the left wing, fuselage, and landing gear.

On the Pilot/Operator Aircraft Accident Report (NTSB Form 6120.1) submitted by the pilot, the pilot described the weather conditions as clear, visibility unlimited, a temperature of about 15 degrees F, light and variable winds, with no gusts. He also indicated that he observed several wind shifts after the accident.

Pilot Information

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| Certificate: | Commercial | Age: | 45, 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 With Waivers/Limitations | Last FAA Medical Exam: | 05/01/2006 |
| Occupational Pilot: | | Last Flight Review or Equivalent: | 06/01/2006 |
| Flight Time: | 7000 hours (Total, all aircraft), 1500 hours (Total, this make and model), 6200 hours (Pilot In Command, all aircraft), 15 hours (Last 90 days, all aircraft), 11 hours (Last 30 days, all aircraft) | | |

Aircraft and Owner/Operator Information

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|--------------------------------------|----------------------------------|---------------------------------------|--------------------------|
| Aircraft Make: | Piper | Registration: | N3233M |
| Model/Series: | PA-12 | Aircraft Category: | Airplane |
| Year of Manufacture: | | Amateur Built: | No |
| Airworthiness Certificate: | Normal | Serial Number: | 2027 |
| Landing Gear Type: | Ski; Tailwheel | Seats: | 2 |
| Date/Type of Last Inspection: | 10/01/2006, 100 Hour | Certified Max Gross Wt.: | 1935 lbs |
| Time Since Last Inspection: | 11 Hours | Engines: | 1 Reciprocating |
| Airframe Total Time: | 2910 Hours as of last inspection | Engine Manufacturer: | Lycoming |
| ELT: | Installed, not activated | Engine Model/Series: | O-320-B2D |
| Registered Owner: | Copper Valley Air Service LLC | Rated Power: | 150 hp |
| Operator: | On file | Operating Certificate(s) Held: | On-demand Air Taxi (135) |
| Operator Does Business As: | | Operator Designator Code: | UWPC |

Meteorological Information and Flight Plan

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| 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 | 60 Miles |
| Lowest Ceiling: | None | Visibility (RVR): | |
| Wind Speed/Gusts: | Light and Variable / | Turbulence Type Forecast/Actual: | / |
| Wind Direction: | Variable | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | | Temperature/Dew Point: | -9° C |
| Precipitation and Obscuration: | No Obscuration; No Precipitation | | |
| Departure Point: | Glennallen, AK (PAGK) | Type of Flight Plan Filed: | None |
| Destination: | | Type of Clearance: | None |
| Departure Time: | 0920 AST | Type of Airspace: | |

Wreckage and Impact Information

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|---------------------|-----------------|----------------------|------------------------|
| Crew Injuries: | 1 None | Aircraft Damage: | Substantial |
| Passenger Injuries: | 1 Minor | Aircraft Fire: | None |
| Ground Injuries: | N/A | Aircraft Explosion: | None |
| Total Injuries: | 1 Minor, 1 None | Latitude, Longitude: | 62.522778, -145.976667 |

Administrative Information

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| Investigator In Charge (IIC): | Scott Erickson |
| Additional Participating Persons: | Dan Larson; FAA-AL-ANC FSDO 03; Anchorage, AK |
| 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/ . |