



National Transportation Safety Board Aviation Accident Final Report

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		

Analysis

The commercial certificated pilot was maneuvering to land his ski-equipped airplane on a snow-covered lake during a Title 14, CFR Part 91, personal flight. The pilot reported that he and his passenger were scouting the area for a wolf hunt, and decided to land on a remote 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. The pilot described the wind conditions as light and variable winds, with no gusts. He also indicated that the wind shifted several times after the accident.

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 adequate airspeed to preclude a stall while maneuvering, which resulted in an uncontrolled descent and subsequent collision with terrain. Factors contributing to the accident were variable wind conditions, and an inadvertent stall.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: MANEUVERING

Findings

1. (F) WEATHER CONDITION - VARIABLE WIND
2. (C) AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND
3. (F) STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Findings

4. TERRAIN CONDITION - SNOW COVERED

Factual Information

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

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

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

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

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

Investigator In Charge (IIC): Scott Erickson **Report Date:** 05/29/2007

Additional Participating Persons: Dan Larson; 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 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](#).