



National Transportation Safety Board Aviation Accident Final Report

Location:	Stony River, AK	Accident Number:	ANC10TA028
Date & Time:	04/02/2010, 1600 AKD	Registration:	N82732
Aircraft:	PIPER PA-18-150	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	1 None
Flight Conducted Under:	Public Aircraft		

Analysis

The private pilot was on a public use wildlife patrol in a ski-equipped airplane when the accident occurred. The pilot reported that he landed on a frozen lake to make contact with the owner of a wilderness lodge, and that while taxiing from landing the airplane slid off the taxi area and into trees. The pilot said that he attempted to determine wind conditions on the ground and elected to land upslope to the east. He reported that his landing slide was longer than anticipated and he thought about going around. After almost coming to a stop, he said that he steered the airplane to the right edge of the landing area and attempted to use power to blow the tail of the airplane around; however, when he added power the skis failed to catch and the left wing struck a tree. Upon exiting the airplane he realized that he had landed downwind and that the wind appeared to be about 6 knots. The pilot did not report any mechanical anomalies with the airplane prior to the accident. The pilot noted substantial damage to both wings.

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 directional control of the airplane during taxi from landing, which resulted in the airplane sliding into trees.

Findings

Aircraft	Directional control - Not attained/maintained (Cause)
Personnel issues	Aircraft control - Pilot (Cause)
Environmental issues	Snow/slush/ice covered surface - Contributed to outcome

Factual Information

On April 2, 2010, about 1600 Alaska daylight time, a ski-equipped Piper PA-18-150 airplane, N82732, sustained substantial damage when it collided with trees during taxi from landing on a frozen lake, about 30 miles east-southeast of Stony River, Alaska. The airplane was being operated by the State of Alaska, Department of Public Safety, as a visual flight rules (VFR)public use wildlife patrol under Title 14, CFR Part 91, when the accident occurred. The solo private pilot was not injured. The flight departed McCarthy, Alaska, about 1100.

During a telephone conversation with the National Transportation Safety Board (NTSB) on April 5, a representative of the State of Alaska, said the pilot reported that he had landed on a frozen lake to make contact with the owner of a wilderness lodge. He said while taxiing from landing the airplane slid off the taxi area and into trees. The pilot reported substantial damage to both wings.

In a written report dated April 6, the pilot wrote that after attempting to determine wind conditions on the ground he elected to land upslope to the east. He reported that his landing slide was longer than anticipated and he thought about going around, but did not. He continued that after almost coming to a stop he steered the airplane to the right edge of the landing area, and attempted to use power to blow the tail of the airplane around, and taxi to a safe area to park. He said when he added power to blow the tail around and turn to the right, the skies failed to catch and the left wing struck a tree causing the airplane to pivot to the left and the right wing struck another tree. The pilot said upon exiting the airplane he realized he had landed downwind, and the wind appeared to be about 6 knots from the west. The pilot did not report any mechanical anomalies with the airplane prior to the accident.

History of Flight

Taxi-from runway	Loss of control on ground (Defining event) Collision with terr/obj (non-CFIT)
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Aircraft and Owner/Operator Information

Aircraft Manufacturer:	PIPER	Registration:	N82732
Model/Series:	PA-18-150	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	18-7709182
Landing Gear Type:	Ski; Tailwheel	Seats:	2
Date/Type of Last Inspection:	09/17/2009, Annual	Certified Max Gross Wt.:	2000 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	6316 Hours	Engine Manufacturer:	LYCOMING
ELT:	C126 installed, not activated	Engine Model/Series:	O-320 SERIES
Registered Owner:	STATE OF ALASKA	Rated Power:	180 hp
Operator:	STATE OF ALASKA	Air Carrier Operating Certificate:	None

Meteorological Information and Flight Plan

Observation Facility, Elevation:		Observation Time:	
Distance from Accident Site:		Condition of Light:	Day
Direction from Accident Site:		Conditions at Accident Site:	Visual Conditions
Lowest Cloud Condition:	Clear	Temperature/Dew Point:	
Lowest Ceiling:	None	Visibility	10 Miles
Wind Speed/Gusts, Direction:	6 knots, 270°	Visibility (RVR):	
Altimeter Setting:		Visibility (RVV):	
Precipitation and Obscuration:			
Departure Point:	McGrath, AK (PAMC)	Type of Flight Plan Filed:	Company VFR
Destination:	Stony River, AK	Type of Clearance:	None
Departure Time:	1100 ADT	Type of Airspace:	

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		

Administrative Information

Investigator In Charge (IIC):	Lawrence Lewis	Adopted Date:	07/01/2010
Additional Participating Persons:	Steve Stewart; FAA FSDO-03; Anchorage, AK		
Publish Date:	07/01/2010		
Investigation Docket:	http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=75567		

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.

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