



National Transportation Safety Board Aviation Accident Factual Report

Location:	Ruby, AK	Accident Number:	GAA17CA187
Date & Time:	02/15/2017, 1600 AKS	Registration:	N72999
Aircraft:	PIPER PA22	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	2 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

The pilot of the tailwheel, ski-equipped airplane reported that while landing off airport in flat light conditions, he was unable to maintain a good visual reference of the hardpacked snow covered landing area. After touchdown, the airplane drifted off the hardpacked snow and the left ski sunk in softer snow. He increased power and attempted to recover with "hard right control" with no prevail. The airplane struck a snow-covered tank with the left ski.

The airplane sustained substantial damage to the left-wing lift strut.

The pilot reported that there were no pre-accident mechanical failures or malfunctions with the airplane that would have precluded normal operation.

Pilot Information

Certificate:	Private	Age:	72, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 With Waivers/Limitations	Last FAA Medical Exam:	03/10/2015
Occupational Pilot:	No	Last Flight Review or Equivalent:	03/13/2015
Flight Time:	(Estimated) 8434 hours (Total, all aircraft), 2550 hours (Total, this make and model), 8434 hours (Pilot In Command, all aircraft), 55 hours (Last 90 days, all aircraft), 19 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N72999
Model/Series:	PA22 160	Aircraft Category:	Airplane
Year of Manufacture:	1958	Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	22-6507
Landing Gear Type:	Ski; Tailwheel	Seats:	2
Date/Type of Last Inspection:	03/29/2016, Annual	Certified Max Gross Wt.:	2000 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	3857.9 Hours at time of accident	Engine Manufacturer:	LYCOMING
ELT:	C126 installed, not activated	Engine Model/Series:	O-320 SERIES
Registered Owner:	On file	Rated Power:	150 hp
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	PATA, 220 ft msl	Distance from Accident Site:	15 Nautical Miles
Observation Time:	0252 UTC	Direction from Accident Site:	269°
Lowest Cloud Condition:		Visibility	3 Miles
Lowest Ceiling:	Broken / 3300 ft agl	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/ None
Wind Direction:	150°	Turbulence Severity Forecast/Actual:	/ N/A
Altimeter Setting:	28.98 inches Hg	Temperature/Dew Point:	-8° C / -10° C
Precipitation and Obscuration:	Light - Snow; Moderate - Mist		
Departure Point:	FAIRBANKS, AK (FAI)	Type of Flight Plan Filed:	None
Destination:	Ruby, AK	Type of Clearance:	VFR
Departure Time:	1400 AKS	Type of Airspace:	Class G

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
Total Injuries:	2 None	Latitude, Longitude:	65.136111, -153.539444 (est)

Administrative Information

Investigator In Charge (IIC):	Eric A Swenson
Additional Participating Persons:	Craig M Kenmonth; FAA; Fairbanks, AK
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=94866