



# National Transportation Safety Board Aviation Accident Final Report

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

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## Analysis

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 hard-packed snow-covered landing area. After touchdown, the airplane drifted off the hard-packed snow, and the left ski sunk in softer snow. He increased power and attempted to recover with "hard right control" to no avail. The airplane's left ski struck a snow-covered tank.

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

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

## 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 while landing in flat light conditions on a hard-packed snow-covered landing area.

## Findings

<b>Aircraft</b>	Directional control - Attain/maintain not possible (Cause)
<b>Personnel issues</b>	Aircraft control - Pilot (Cause)
<b>Environmental issues</b>	Snowy/icy terrain - Effect on operation Snow/slush/ice covered surface - Effect on operation Hidden/submerged object - Contributed to outcome Flat light - Effect on personnel

## Factual Information

### History of Flight

<b>Landing</b>	Loss of control on ground (Defining event) Attempted remediation/recovery Collision with terr/obj (non-CFIT)
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### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	72, Male
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	3-point
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 With Waivers/Limitations	<b>Last FAA Medical Exam:</b>	03/10/2015
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	03/13/2015
<b>Flight Time:</b>	(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

<b>Aircraft Make:</b>	PIPER	<b>Registration:</b>	N72999
<b>Model/Series:</b>	PA22 160	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	1958	<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	22-6507
<b>Landing Gear Type:</b>	Ski; Tailwheel	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	03/29/2016, Annual	<b>Certified Max Gross Wt.:</b>	2000 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	3857.9 Hours at time of accident	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	C126 installed, not activated	<b>Engine Model/Series:</b>	O-320 SERIES
<b>Registered Owner:</b>	On file	<b>Rated Power:</b>	150 hp
<b>Operator:</b>	On file	<b>Operating Certificate(s) Held:</b>	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	Report Date:	05/15/2017
Additional Participating Persons:	Craig M Kenmonth; FAA; Fairbanks, AK		
Publish Date:	05/15/2017		
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
Investigation Docket:	<a href="http://dms.ntsb.gov/pubdms/search/dockList.cfm?mKey=94866">http://dms.ntsb.gov/pubdms/search/dockList.cfm?mKey=94866</a>		

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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](#).