



# National Transportation Safety Board Aviation Accident Factual Report

<b>Location:</b>	Anchorage, AK	<b>Accident Number:</b>	GAA17CA188
<b>Date &amp; Time:</b>	03/13/2017, 1940 AKD	<b>Registration:</b>	N3654M
<b>Aircraft:</b>	PIPER PA 12	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Loss of control on ground	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

The pilot of the wheel-ski equipped airplane reported that after landing on skis, during the taxi on hard packed snow, a gust of wind pushed the airplane and the left wing impacted a parked, unoccupied airplane.

The airplane sustained substantial damage to the left wing and 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.

A review of recorded data from the automated weather observation station located on the airport reported that about 13 minutes after the accident the wind was 360° at 12 knots, gusting 20 knots.

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	69, Male
<b>Airplane Rating(s):</b>	Single-engine Land; Single-engine Sea	<b>Seat Occupied:</b>	Front
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Unknown
<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>	11/05/2015
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	03/04/2016
<b>Flight Time:</b>	(Estimated) 1500 hours (Total, all aircraft), 300 hours (Total, this make and model), 1500 hours (Pilot In Command, all aircraft), 20 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N3654M
Model/Series:	PA 12 NO SERIES	Aircraft Category:	Airplane
Year of Manufacture:	1947	Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	12-2526
Landing Gear Type:	Ski/wheel; Tailwheel	Seats:	2
Date/Type of Last Inspection:	11/15/2016, Annual	Certified Max Gross Wt.:	1838 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	2500 Hours	Engine Manufacturer:	LYCOMING
ELT:	C91 installed, not activated	Engine Model/Series:	O-320 SERIES
Registered Owner:	On file	Rated Power:	160 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:	PAMR, 138 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0353 UTC	Direction from Accident Site:	311°
Lowest Cloud Condition:	Clear	Visibility	10 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	12 knots / 20 knots	Turbulence Type Forecast/Actual:	/ None
Wind Direction:	360°	Turbulence Severity Forecast/Actual:	/ N/A
Altimeter Setting:	29.49 inches Hg	Temperature/Dew Point:	-3° C / -19° C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Talkeetna, AK (NONE)	Type of Flight Plan Filed:	None
Destination:	Anchorage, AK (MRI)	Type of Clearance:	VFR
Departure Time:	1845 AKD	Type of Airspace:	Class D

## Airport Information

Airport:	MERRILL FIELD (MRI)	Runway Surface Type:	Ice; Snow
Airport Elevation:	137 ft	Runway Surface Condition:	Rough; Snow
Runway Used:	N/A	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	N/A	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	61.212778, -149.845000 (est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Kathryn R Benhoff
<b>Additional Participating Persons:</b>	Paula Huckleberry; FAA; Anchorage, AK
<b>Note:</b>	This accident report documents the factual circumstances of this accident as described to the NTSB.
<b>Investigation Docket:</b>	<a href="http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=94868">http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=94868</a>