



National Transportation Safety Board Aviation Accident Final Report

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

Analysis

The pilot of the wheel/ski-equipped airplane reported that, after landing on skis and during the taxi on hard-packed snow, a wind gust 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 revealed that, about 13 minutes after the accident, the wind was from 360° at 12 knots, gusting to 20 knots.

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 during the taxi on skis on hard-packed snow in gusting wind conditions.

Findings

Aircraft	Directional control - Not attained/maintained (Cause) Wheel/ski/float - Incorrect use/operation (Cause)
Personnel issues	Aircraft control - Pilot (Cause)
Environmental issues	Gusts - Effect on operation Snow/slush/ice covered surface - Effect on operation Aircraft - Contributed to outcome

Factual Information

History of Flight

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

Certificate:	Private	Age:	69, Male
Airplane Rating(s):	Single-engine Land; Single-engine Sea	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	Unknown
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:	11/05/2015
Occupational Pilot:	No	Last Flight Review or Equivalent:	03/04/2016
Flight Time:	(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

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	Latitude, Longitude:	61.212778, -149.845000 (est)

Administrative Information

Investigator In Charge (IIC):	Kathryn R Benhoff	Report Date:	05/15/2017
Additional Participating Persons:	Paula Huckleberry; FAA; Anchorage, AK		
Publish Date:	07/06/2017		
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=94868		

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.

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](#).