



Aviation Investigation Final Report

Location:	Nikolai, Alaska	Accident Number:	ANC21LA077
Date & Time:	August 27, 2021, 19:30 Local	Registration:	N2579M
Aircraft:	Piper PA-12	Aircraft Damage:	Substantial
Defining Event:	Loss of control in flight	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot of the tailwheel-equipped airplane reported that he was landing at a short, unimproved, off-airport landing site with a malfunctioning airspeed indicator. After touchdown, he immediately retracted the flaps when a strong gusting crosswind lifted the left wing, and the right main tire simultaneously impacted a large rock. The airplane bounced into the air, and he applied throttle to arrest the airplanes descent and touched down again. Realizing he was beyond the halfway point of the landing surface; he applied full throttle and initiated a go-around. The airplane failed to gain altitude, stalled, impacted the ground and nosed-over sustaining substantial damage to the left wing, vertical stabilizer and rudder.

A postaccident examination revealed no anomalies with the airspeed indicator instrument; however, a blockage was present in the pitot/static system.

The pilot stated that the accident may have been prevented if he had returned to his departure airstrip when he noticed the malfunctioning airspeed indicator rather than continuing and attempting to land at the short, unimproved, off-airport landing site.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The pilot's loss of control on go-around in gusting crosswind conditions. Contributing to accident was the pilot's decision to attempt to land at a short off-airport landing site with a malfunctioning airspeed indicator.

Findings

Personnel issues	Aircraft control - Pilot
Aircraft	Airspeed - Not attained/maintained
Aircraft	Angle of attack - Not attained/maintained
Aircraft	(general) - Malfunction

Factual Information

History of Flight

Approach-VFR go-around	Loss of control in flight (Defining event)
------------------------	--

Pilot Information

Certificate:	Private	Age:	57,Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3 Without waivers/limitations	Last FAA Medical Exam:	April 17, 2019
Occupational Pilot:	No	Last Flight Review or Equivalent:	June 29, 2021
Flight Time:	27995 hours (Total, all aircraft), 437 hours (Total, this make and model), 2787 hours (Pilot In Command, all aircraft), 75 hours (Last 90 days, all aircraft), 28 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N2579M
Model/Series:	PA-12	Aircraft Category:	Airplane
Year of Manufacture:	1946	Amateur Built:	
Airworthiness Certificate:	Normal; None	Serial Number:	12-946
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	December 29, 2020 Annual	Certified Max Gross Wt.:	1750 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	5972.1 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-320
Registered Owner:	On file	Rated Power:	150 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	PAFS,414 ft msl	Distance from Accident Site:	52 Nautical Miles
Observation Time:	19:01 Local	Direction from Accident Site:	271°
Lowest Cloud Condition:	Few / 4900 ft AGL	Visibility	10 miles
Lowest Ceiling:	Overcast / 6500 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	5 knots / None	Turbulence Type Forecast/Actual:	/
Wind Direction:	300°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.99 inches Hg	Temperature/Dew Point:	7°C / -1°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Nikolai, AK	Type of Flight Plan Filed:	None
Destination:	Nikolai, AK	Type of Clearance:	None
Departure Time:		Type of Airspace:	Class G

Airport Information

Airport:	PVT PVT	Runway Surface Type:	Dirt;Grass/turf;Gravel
Airport Elevation:	1599 ft msl	Runway Surface Condition:	Holes;Rough;Vegetation
Runway Used:	PVT	IFR Approach:	None
Runway Length/Width:	450 ft / 15 ft	VFR Approach/Landing:	Go around;Touch and go;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	63.01,-152.48(est)

Administrative Information

Investigator In Charge (IIC):	Banning, David
Additional Participating Persons:	Scott Norman; FAA, Manager, Anchorage Flight Standards District Office; Anchorage , AK
Original Publish Date:	April 20, 2022
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=103778

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).