



# Aviation Investigation Final Report

<b>Location:</b>	Aleknagik, Alaska	<b>Accident Number:</b>	ANC22LA045
<b>Date &amp; Time:</b>	April 6, 2022, 18:00 Local	<b>Registration:</b>	N6847B
<b>Aircraft:</b>	Piper PA-22-150	<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 135: Air taxi & commuter - Non-scheduled		

## Analysis

The pilot of the ski-equipped airplane reported that while taxiing for takeoff through a narrow tree lined area on sloping hard crusted snow-covered terrain, the airplane began to slide down slope. Unable to arrest the descent, the airplane impacted trees which resulted in substantial damage to the right lift strut. The pilot reported that there were no preaccident mechanical malfunctions or anomalies 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 selection of unsuitable terrain for taxi which resulted in an impact with trees.

## Findings

<b>Personnel issues</b>	Decision making/judgment - Pilot
<b>Environmental issues</b>	Snow/slush/ice covered surface - Decision related to condition

## Factual Information

### History of Flight

<b>Taxi-to runway</b>	Loss of control on ground (Defining event)
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### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	51, Male
<b>Airplane Rating(s):</b>	Single-engine land; Single-engine sea	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Lap only
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>	Class 2 With waivers/limitations	<b>Last FAA Medical Exam:</b>	June 22, 2021
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	November 2, 2021
<b>Flight Time:</b>	2058.4 hours (Total, all aircraft), 2043.8 hours (Pilot In Command, all aircraft), 2 hours (Last 90 days, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Piper	<b>Registration:</b>	N6847B
<b>Model/Series:</b>	PA-22-150	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	1956	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	22-4146
<b>Landing Gear Type:</b>	Tailwheel; Ski	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	September 23, 2021 100 hour	<b>Certified Max Gross Wt.:</b>	
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	4621.3 Hrs as of last inspection	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	O-360-A2A
<b>Registered Owner:</b>	ROMO MARK A	<b>Rated Power:</b>	180 Horsepower
<b>Operator:</b>	Wood Tikchik Air	<b>Operating Certificate(s) Held:</b>	On-demand air taxi (135)

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	PADL,86 ft msl	<b>Distance from Accident Site:</b>	14 Nautical Miles
<b>Observation Time:</b>	17:56 Local	<b>Direction from Accident Site:</b>	167°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	5 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	190°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29.78 inches Hg	<b>Temperature/Dew Point:</b>	-2°C / -8°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Aleknagik, AK	<b>Type of Flight Plan Filed:</b>	Company VFR
<b>Destination:</b>	Dillingham, AK	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>		<b>Type of Airspace:</b>	Class G

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>		<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 None	<b>Latitude, Longitude:</b>	59.2731,-158.61829

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Banning, David
<b>Additional Participating Persons:</b>	Scott Norman; Federal Aviation Administration ; Anchorage, AK
<b>Original Publish Date:</b>	September 8, 2022
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class 4</a>
<b>Note:</b>	The NTSB did not travel to the scene of this accident.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=105305">https://data.nts.gov/Docket?ProjectID=105305</a>

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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](#).