



Aviation Investigation Final Report

Location:	Wasilla, Alaska	Accident Number:	ANC23LA017
Date & Time:	December 8, 2022, 14:00 Local	Registration:	N3861P
Aircraft:	Piper PA-22-150	Aircraft Damage:	Substantial
Defining Event:	Nose over/nose down	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

The instructor pilot of the tundra tire-equipped airplane reported that, during a touch-and-go maneuver on a snow-covered runway, the airplane decelerated rapidly as the main landing gear wheels touched down into the deep snow, and he was unable to perform the go around maneuver. The airplane subsequently nosed over sustaining substantial damage to the wing lift struts and rudder. The pilot reported no preimpact mechanical malfunctions or failures 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 selection of an unsuitable landing site, which resulted in a nose over after the main landing gear wheels broke through deep snow on the snow-covered runway.

Findings

Aircraft	(general) - Capability exceeded
Personnel issues	Decision making/judgment - Instructor/check pilot
Environmental issues	Snow/slush/ice covered surface - Contributed to outcome

Factual Information

History of Flight

Landing-flare/touchdown	Nose over/nose down (Defining event)
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Flight instructor Information

Certificate:	Airline transport; Commercial; Flight engineer; Flight instructor	Age:	62, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	Glider	Restraint Used:	4-point
Instrument Rating(s):	Airplane	Second Pilot Present:	
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine; Instrument airplane	Toxicology Performed:	
Medical Certification:	Class 1 With waivers/limitations	Last FAA Medical Exam:	September 27, 2022
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	October 16, 2021
Flight Time:	10000 hours (Total, all aircraft), 2 hours (Total, this make and model), 8000 hours (Pilot In Command, all aircraft), 112 hours (Last 90 days, all aircraft), 23 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

Pilot Information

Certificate:	Private	Age:	22, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	4-point
Instrument Rating(s):	None	Second Pilot Present:	
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3 Without waivers/limitations	Last FAA Medical Exam:	December 21, 2021
Occupational Pilot:	No	Last Flight Review or Equivalent:	April 13, 2022
Flight Time:	109 hours (Total, all aircraft), 14 hours (Total, this make and model), 14 hours (Last 90 days, all aircraft), 5 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N3861P
Model/Series:	PA-22-150	Aircraft Category:	Airplane
Year of Manufacture:	1955	Amateur Built:	
Airworthiness Certificate:	Utility	Serial Number:	22-3553
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	January 1, 2022 Annual	Certified Max Gross Wt.:	2000 lbs
Time Since Last Inspection:	157 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	3780 Hrs at time of accident	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	0-320 SERIES
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:		Distance from Accident Site:	
Observation Time:	13:00 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	50 miles
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	None / None
Wind Direction:		Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	29.94 inches Hg	Temperature/Dew Point:	-9.4°C / -15°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Talkeetna, AK (PATK)	Type of Flight Plan Filed:	None
Destination:	Wasilla, AK (PAWS)	Type of Clearance:	None
Departure Time:	13:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	Goose Bay Z40	Runway Surface Type:	Snow
Airport Elevation:	78 ft msl	Runway Surface Condition:	Snow
Runway Used:	26	IFR Approach:	None
Runway Length/Width:	3000 ft / 75 ft	VFR Approach/Landing:	Touch and go;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	61.39446,-149.84359

Administrative Information

Investigator In Charge (IIC):	Ward, Mark
Additional Participating Persons:	Watson; FAA
Original Publish Date:	April 6, 2023
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=106662

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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](#).