



Aviation Investigation Final Report

Location:	ANCHORAGE, Alaska	Accident Number:	ANC95LA106
Date & Time:	July 16, 1995, 22:00 Local	Registration:	N2941M
Aircraft:	PIPER PA-12	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT STATED HE WAS LANDING THE AIRPLANE IN A LIGHT CROSSWIND. THE AIRPLANE BEGAN TO GROUND LOOP, AND HE ATTEMPTED TO ABORT THE LANDING BY EXECUTING A GO-AROUND. THE AIRPLANE CONTINUED TO GROUND LOOP, THE RIGHT MAIN LANDING GEAR COLLAPSED, AND THE RIGHT WING STRUCK THE GROUND.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: FAILURE OF THE PILOT TO MAINTAIN DIRECTIONAL CONTROL, WHICH RESULTED IN AN INADVERTENT GROUND LOOP/SWERVE.

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: LANDING

Findings

1. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. (C) GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

Factual Information

On July 16, 1995, at 2200 Alaska daylight time, a wheel equipped Piper PA-12 airplane, N2941M, registered to and operated by the pilot, ground looped after an aborted landing at Merrill Field, Anchorage, Alaska. The personal flight, operating under 14 CFR Part 91, departed Merrill Field for a local flight. No flight plan was filed and visual meteorological conditions prevailed. The private certificated pilot, the sole occupant, was not injured and the airplane was substantially damaged.

According to the pilot, he was landing the airplane in a light crosswind and the touchdown was firm. The airplane started to ground loop and he attempted to abort the landing by initiating a go around. The airplane continued to ground loop and the right main landing gear collapsed and the right wing struck the ground.

Pilot Information

Certificate:	Private	Age:	34, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	September 13, 1993
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	96 hours (Total, all aircraft), 21 hours (Total, this make and model), 30 hours (Pilot In Command, all aircraft), 6 hours (Last 90 days, all aircraft), 6 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N2941M
Model/Series:	PA-12 PA-12	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	12-1338
Landing Gear Type:	Tailwheel	Seats:	3
Date/Type of Last Inspection:	June 6, 1994 Annual	Certified Max Gross Wt.:	1935 lbs
Time Since Last Inspection:	12 Hrs	Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-360-A2A
Registered Owner:	RALPH V. ERTZ JR.	Rated Power:	180 Horsepower
Operator:		Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	MRI ,133 ft msl	Distance from Accident Site:	
Observation Time:	22:17 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 5000 ft AGL	Visibility	50 miles
Lowest Ceiling:	Broken / 14000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	3 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	360°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	16°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(MRI)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	VFR
Departure Time:	20:00 Local	Type of Airspace:	Class C

Airport Information

Airport:	MERRILL FIELD MRI	Runway Surface Type:	Asphalt
Airport Elevation:	140 ft msl	Runway Surface Condition:	Dry
Runway Used:	24	IFR Approach:	None
Runway Length/Width:	4000 ft / 100 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	61.159214,-149.989242(est)

Administrative Information

Investigator In Charge (IIC):	Kobelnyk, George
Additional Participating Persons:	CRAIG JOHNSON; ANCHORAGE , AK
Original Publish Date:	February 14, 1996
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=2687

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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](#).