



Aviation Investigation Final Report

Location:	ANCHORAGE, Alaska	Accident Number:	ANC83FA177
Date & Time:	September 19, 1983, 19:37 Local	Registration:	N2810M
Aircraft:	PIPER PA-12	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

WHILE APPROACHING MERRILL FIELD THE ENG QUIT. THE ACFT LANDED ON A CITY ROAD & THE GEAR COLLAPSED. THE WX IN THE VICINITY OF THE ACCIDENT SITE HAD MARGINAL CONDITIONS WITH BOTH RAIN & FOG. THE TEMP/DEW POINT SPREAD WAS 2 DEG F. THE PLT ATTRIBUTED THE ENG FAILURE TO CARB ICE.

Probable Cause and Findings

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

Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL
Phase of Operation: APPROACH

Findings

1. (F) WEATHER CONDITION - CARBURETOR ICING CONDITIONS
2. (C) FUEL SYSTEM,CARBURETOR - ICE
3. (C) CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND

Occurrence #2: FORCED LANDING
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Occurrence #3: MAIN GEAR COLLAPSED
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

4. LANDING GEAR,MAIN GEAR - OVERLOAD

Factual Information

Pilot Information

Certificate:	Commercial	Age:	51, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Front
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	September 8, 1983
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	7107 hours (Total, all aircraft), 2000 hours (Total, this make and model), 160 hours (Last 90 days, all aircraft), 7 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N2810M
Model/Series:	PA-12 PA-12	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	12-1263
Landing Gear Type:	Tailwheel	Seats:	3
Date/Type of Last Inspection:	July 2, 1983 Annual	Certified Max Gross Wt.:	1750 lbs
Time Since Last Inspection:	44 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1782 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-320
Registered Owner:	BERNIE M. SMITH	Rated Power:	150 Horsepower
Operator:	LARRY C. GIERKE	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:	Dusk
Observation Facility, Elevation:	MRI ,136 ft msl	Distance from Accident Site:	2 Nautical Miles
Observation Time:	19:48 Local	Direction from Accident Site:	90°
Lowest Cloud Condition:	4000 ft AGL	Visibility	10 miles
Lowest Ceiling:	Overcast / 4000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	3 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	150°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	7°C / 6°C
Precipitation and Obscuration:	Light - None - Rain		
Departure Point:	TYONEK , AK	Type of Flight Plan Filed:	Unknown
Destination:	ANCHORAGE , AK (MRI)	Type of Clearance:	None
Departure Time:	00:00 Local	Type of Airspace:	Class E

Airport Information

Airport:	MERRILL FIELD MRI	Runway Surface Type:	Asphalt
Airport Elevation:	136 ft msl	Runway Surface Condition:	Wet
Runway Used:	6	IFR Approach:	None
Runway Length/Width:	4000 ft / 100 ft	VFR Approach/Landing:	Forced landing

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:	61.219753,-149.849502(est)

Administrative Information

Investigator In Charge (IIC): Stella, Marc

Additional Participating Persons:

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=4060>

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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](#).