



Aviation Investigation Final Report

Location:	Mecosta, Michigan	Accident Number:	GAA19CA178
Date & Time:	March 23, 2019, 10:45 Local	Registration:	N2733M
Aircraft:	Piper PA 12	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot in the tailwheel-equipped airplane reported that he landed the airplane on the turf runway in variable wind conditions. During the landing roll, the airplane veered right and exited the right side of the runway. The airplane struck a runway cone and a windsock pole.

The airplane sustained substantial damage to the right wing.

The pilot reported that there were no preaccident mechanical malfunctions or failures with the airplane that would have precluded normal operation.

The weather reporting station at the nearest airport, about 24 miles from the accident site, reported that, about the time of the accident, the wind was from 340° at 7 knots. The pilot landed the airplane on runway 36.

Probable Cause and Findings

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

The pilot's failure to maintain directional control during the landing roll, which resulted in impact with a windsock pole.

Findings

Personnel issues	Aircraft control - Pilot
Aircraft	Directional control - Not attained/maintained
Environmental issues	Wind sock - Effect on operation
Environmental issues	Sign/marker - Effect on operation

Factual Information

History of Flight

Landing-landing roll	Loss of control on ground (Defining event)
Landing-landing roll	Runway excursion
Landing-landing roll	Collision with terr/obj (non-CFIT)

Pilot Information

Certificate:	Private	Age:	47,Male
Airplane Rating(s):	Single-engine land; Single-engine sea	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	4-point
Instrument Rating(s):	None	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	April 14, 2017
Occupational Pilot:	No	Last Flight Review or Equivalent:	July 15, 2018
Flight Time:	(Estimated) 490 hours (Total, all aircraft), 52 hours (Total, this make and model), 490 hours (Pilot In Command, all aircraft), 10 hours (Last 90 days, all aircraft), 3 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N2733M
Model/Series:	PA 12 No Series	Aircraft Category:	Airplane
Year of Manufacture:	1946	Amateur Built:	
Airworthiness Certificate:	Other	Serial Number:	12-1140
Landing Gear Type:	Tailwheel	Seats:	3
Date/Type of Last Inspection:	September 19, 2018 Annual	Certified Max Gross Wt.:	1750 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	3959.3 Hrs as of last inspection	Engine Manufacturer:	Lycoming
ELT:	C91 installed, not activated	Engine Model/Series:	O-320-A2B
Registered Owner:		Rated Power:	160 Horsepower
Operator:	On file	Operating Certificate(s) Held:	Fractional ownership

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KMOP, 755 ft msl	Distance from Accident Site:	24 Nautical Miles
Observation Time:	10:55 Local	Direction from Accident Site:	83°
Lowest Cloud Condition:		Visibility	10 miles
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	340°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.39 inches Hg	Temperature/Dew Point:	-3°C / -8°C
Precipitation and Obscuration:			
Departure Point:	Mecosta, MI (0C5)	Type of Flight Plan Filed:	None
Destination:	Mecosta, MI (0C5)	Type of Clearance:	None
Departure Time:		Type of Airspace:	Class G

Airport Information

Airport:	Canadian Lakes OC5	Runway Surface Type:	
Airport Elevation:	960 ft msl	Runway Surface Condition:	Dry
Runway Used:	36	IFR Approach:	None
Runway Length/Width:	3800 ft / 100 ft	VFR Approach/Landing:	Full stop;Go around;Traffic pattern

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:	43.576946,-85.283889(est)

Administrative Information

Investigator In Charge (IIC):	Hicks, Michael
Additional Participating Persons:	Michael Matthews; FAA; Grand Rapids, MI
Original Publish Date:	November 6, 2019
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=99167

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).