



Aviation Investigation Final Report

Location:	Seward, Alaska	Accident Number:	GAA19CA205
Date & Time:	April 13, 2019, 15:30 Local	Registration:	N3821P
Aircraft:	Piper PA22	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that, during landing at a remote site and shortly after touchdown, the airplane veered right as he felt a "strong left crosswind" push the airplane right. He applied full power to go around, but the airplane continued right, the main landing gear impacted a snowbank, and the left wing impacted terrain. The airplane sustained substantial damage to the left wing and fuselage. The pilot reported that there were no preaccident mechanical failures or malfunctions 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 failure to maintain directional control during an attempted go-around, which resulted in impact with a snowbank.

Findings

Aircraft	Directional control - Not attained/maintained
Personnel issues	Aircraft control - Pilot
Environmental issues	Snow/ice - Effect on operation

Factual Information

History of Flight

Landing-aborted after touchdown	Loss of control on ground (Defining event)
Landing-aborted after touchdown	Collision with terr/obj (non-CFIT)

Pilot Information

Certificate:	Private	Age:	55, 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:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Without waivers/limitations	Last FAA Medical Exam:	January 3, 2017
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	(Estimated) 236 hours (Total, all aircraft), 181 hours (Total, this make and model), 24 hours (Last 90 days, all aircraft), 11 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N3821P
Model/Series:	PA22 150	Aircraft Category:	Airplane
Year of Manufacture:	1955	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	22-3511
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	March 29, 2019 Annual	Certified Max Gross Wt.:	2250 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	O-320
Registered Owner:		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:	PAWD, 22 ft msl	Distance from Accident Site:	13 Nautical Miles
Observation Time:	23:53 Local	Direction from Accident Site:	218°
Lowest Cloud Condition:		Visibility	10 miles
Lowest Ceiling:	Overcast / 6500 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	360°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	29.57 inches Hg	Temperature/Dew Point:	10°C / -3°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Seward, AK (SWD)	Type of Flight Plan Filed:	None
Destination:	Seward, AK (SWD)	Type of Clearance:	None
Departure Time:		Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	60.299999,-149.149993(est)

Administrative Information

Investigator In Charge (IIC):	Nepomuceno, Eleazar
Additional Participating Persons:	Tom DeHart; FAA; Anchorage, AK
Original Publish Date:	April 13, 2020
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=99263

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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](#).