



# Aviation Investigation Final Report

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<b>Location:</b>	Lake Louise, Alaska	<b>Accident Number:</b>	ANC20CA087
<b>Date &amp; Time:</b>	August 22, 2020, 10:00 Local	<b>Registration:</b>	N3251Z
<b>Aircraft:</b>	Piper PA22	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Loss of control in flight	<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

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## Analysis

The pilot reported that during takeoff from a remote unimproved gravel bar, after becoming airborne, the airplane began to descend. He added that there was “plenty of runway left” and he allowed the airplane to bounce on the airstrip. The pilot continued the takeoff attempt, and after an additional bounce, the airplane descended for a third time onto “much larger rocks”. Subsequently, the airspeed diminished, and the airplane came to rest in the trees and rocks.

The pilot added that during the takeoff, the headwind switched to a tailwind.

The airplane sustained substantial damage to the wings, fuselage, and empennage.

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 decision to takeoff in shifting winds from a remote unimproved gravel bar, which resulted in a failure to attain an airspeed suitable for flight and a loss of control.

## Findings

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<b>Aircraft</b>	Airspeed - Not attained/maintained
<b>Personnel issues</b>	Aircraft control - Pilot
<b>Personnel issues</b>	Decision making/judgment - Pilot
<b>Environmental issues</b>	Sudden wind shift - Effect on operation

## Factual Information

### History of Flight

<b>Takeoff</b>	Loss of control in flight (Defining event)
<b>Takeoff</b>	Nose over/nose down
<b>Takeoff</b>	Other weather encounter

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	31, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	3-point
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 Without waivers/limitations	<b>Last FAA Medical Exam:</b>	October 2, 2019
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	November 22, 2019
<b>Flight Time:</b>	(Estimated) 159.8 hours (Total, all aircraft), 64.5 hours (Total, this make and model), 110.4 hours (Pilot In Command, all aircraft), 63.9 hours (Last 90 days, all aircraft), 30.5 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Piper	<b>Registration:</b>	N3251Z
<b>Model/Series:</b>	PA22 150	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	1959	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	22-7199
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	100 hour	<b>Certified Max Gross Wt.:</b>	2000 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	3597.7 Hrs at time of accident	<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	C91 installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	O-320-A1B
<b>Registered Owner:</b>	On file	<b>Rated Power:</b>	
<b>Operator:</b>	On file	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	PAGK,1562 ft msl	<b>Distance from Accident Site:</b>	58 Nautical Miles
<b>Observation Time:</b>	17:53 Local	<b>Direction from Accident Site:</b>	102°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	4 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	140°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29.79 inches Hg	<b>Temperature/Dew Point:</b>	13°C / 7°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Talkeetna, AK (TKA )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Anchorage, AK (MRI )	<b>Type of Clearance:</b>	VFR
<b>Departure Time:</b>		<b>Type of Airspace:</b>	Class G

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>		<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 None	<b>Latitude, Longitude:</b>	62.366943,-147.48361(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Swenson, Eric
<b>Additional Participating Persons:</b>	Matthew Mrzena; FAA; Anchorage, AK
<b>Original Publish Date:</b>	
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class 4</a>
<b>Note:</b>	This accident report documents the factual circumstances of this accident as described to the NTSB.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=101899">https://data.nts.gov/Docket?ProjectID=101899</a>

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