



Aviation Investigation Final Report

Location:	Chitina, Alaska	Accident Number:	ANC22LA027
Date & Time:	March 25, 2022, 13:30 Local	Registration:	N7074K
Aircraft:	Piper PA-20	Aircraft Damage:	Substantial
Defining Event:	Aerodynamic stall/spin	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that during approach to land on a snow-covered glacier, the airplane was “lower and slower” than his previous approaches to the glacier. He executed a go-around, the wind “shifted”, and the airplane stalled and impacted the terrain. The airplane sustained substantial damage to the fuselage and right wing.

The pilot reported no preimpact 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 exceedance of the wing’s critical angle of attack, which resulted in a stall and impact with terrain.

Findings

Personnel issues	Aircraft control - Pilot
Aircraft	Angle of attack - Not attained/maintained
Environmental issues	Sudden wind shift - Effect on operation

Factual Information

History of Flight

Approach-VFR go-around	Other weather encounter
Approach-VFR go-around	Aerodynamic stall/spin (Defining event)

Pilot Information

Certificate:	Private	Age:	25, 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:	
Medical Certification:	Class 1 Without waivers/limitations	Last FAA Medical Exam:	July 27, 2021
Occupational Pilot:	No	Last Flight Review or Equivalent:	May 20, 2020
Flight Time:	(Estimated) 350 hours (Total, all aircraft), 250 hours (Total, this make and model), 300 hours (Pilot In Command, all aircraft), 30 hours (Last 90 days, all aircraft), 30 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N7074K
Model/Series:	PA-20	Aircraft Category:	Airplane
Year of Manufacture:	1951	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	20-181
Landing Gear Type:	Tailwheel; Ski	Seats:	4
Date/Type of Last Inspection:	June 12, 2021 Annual	Certified Max Gross Wt.:	2000 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	3361 Hrs as of last inspection	Engine Manufacturer:	LYCOMING
ELT:	C126 installed, activated, did not aid in locating accident	Engine Model/Series:	O-320-A2B
Registered Owner:	On file	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:	PACV,48 ft msl	Distance from Accident Site:	119 Nautical Miles
Observation Time:	13:15 Local	Direction from Accident Site:	232°
Lowest Cloud Condition:		Visibility	10 miles
Lowest Ceiling:	Broken / 2600 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	10 knots / 19 knots	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	90°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	29.76 inches Hg	Temperature/Dew Point:	5°C / 1°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Peavine Bar, AK	Type of Flight Plan Filed:	None
Destination:	Peavine Bar, AK	Type of Clearance:	None
Departure Time:	12:00 Local	Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	61.74363,-142.2717(est)

Administrative Information

Investigator In Charge (IIC):	Swenson, Eric
Additional Participating Persons:	Gregory Varner; FAA; Anchorage, AK
Original Publish Date:	September 1, 2022
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=104860

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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](#).