



Aviation Investigation Final Report

Location:	TALKEETNA, Alaska	Accident Number:	ANC94LA084
Date & Time:	July 16, 1994, 09:30 Local	Registration:	N6066D
Aircraft:	PIPER PA-20	Aircraft Damage:	Substantial
Defining Event:		Injuries:	3 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT STATED THAT HE WAS LANDING THE AIRPLANE AS CLOSE TO THE EAST END OF THE AIRSTRIP AS POSSIBLE TO AVOID THE ROUGH WEST END. DURING THE LANDING FLARE, THE AIRPLANE'S LEFT MAIN GEAR STRUCK A BUSH NEAR THE AIRSTRIP'S THRESHOLD. THE AIRPLANE VEERED TO THE LEFT AND THEN COLLAPSED THE RIGHT GEAR. THE AIRPLANE STOPPED ON THE AIRSTRIP AFTER TURNING BACK TO THE RIGHT.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT MISJUDGED CLEARANCE FROM A BUSH.

Findings

Occurrence #1: UNDERSHOOT
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings
1. (C) CLEARANCE - MISJUDGED - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

2. TERRAIN CONDITION - HIGH VEGETATION

Occurrence #3: MAIN GEAR COLLAPSED

Phase of Operation: LANDING - ROLL

Findings

3. LANDING GEAR,MAIN GEAR - OVERLOAD

Factual Information

On July 16, 1994, at 0930 Alaska daylight time, a wheel equipped Piper PA-20 airplane, N6066D, registered to and operated by the pilot, struck a bush upon landing on the High Lake Lodge airstrip, located 40 miles northeast of Talkeetna, Alaska. The personal flight, operating under 14 CFR Part 91, departed Merrill Field, Anchorage, Alaska, and the destination was the accident site. A visual flight rules flight plan was filed and visual meteorological conditions prevailed. The airplane received substantial damage and the Private Certificated Pilot and his two passengers were not injured.

According to the pilot, he was landing east to west and struck a small bush on the east end of the airstrip. The airplane veered and the right main landing gear departed the airplane. The pilot stated he was landing as close to the east end of the airstrip to avoid the rough west end.

Pilot Information

Certificate:	Private	Age:	36, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	June 9, 1994
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	860 hours (Total, all aircraft), 550 hours (Total, this make and model), 820 hours (Pilot In Command, all aircraft), 30 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N6066D
Model/Series:	PA-20 PA-20	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	7102210
Landing Gear Type:	Tailwheel	Seats:	3
Date/Type of Last Inspection:	January 15, 1993 Annual	Certified Max Gross Wt.:	1850 lbs
Time Since Last Inspection:	180 Hrs	Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-360
Registered Owner:	DAILY, JOHN F.	Rated Power:	180 Horsepower
Operator:		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:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 5000 ft AGL	Visibility	50 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	270°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	ANCHORAGE , AK (MRI)	Type of Flight Plan Filed:	VFR
Destination:		Type of Clearance:	None
Departure Time:	08:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	HIGH LAKE LODGE AIRSTRIP	Runway Surface Type:	Dirt
Airport Elevation:	2300 ft msl	Runway Surface Condition:	Dry
Runway Used:	27	IFR Approach:	None
Runway Length/Width:	2500 ft / 50 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	2 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 None	Latitude, Longitude:	62.449596,-149.789169(est)

Administrative Information

Investigator In Charge (IIC):	Kobelnyk, George
Additional Participating Persons:	ROBERT DAVILA; ANCHORAGE , AK
Original Publish Date:	May 9, 1995
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=2524

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