



# Aviation Investigation Final Report

<b>Location:</b>	PORT ASHTON, Alaska	<b>Accident Number:</b>	ANC97LA003
<b>Date &amp; Time:</b>	October 2, 1996, 18:30 Local	<b>Registration:</b>	N2821P
<b>Aircraft:</b>	Piper PA-22	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The pilot reported he was attempting to take off from an off-airport site on a remote island. The takeoff area was surrounded by trees and brush, and the pilot said there was a right, quartering headwind from the northwest which he estimated as 10 to 15 knots, with higher gusts. Shortly after lift-off, the pilot said he lost control of the airplane and collided with adjoining brush. He said he was unaware if the wind suddenly quit, or if he was blown into the brush by a wind gust.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's inadequate compensation for the gusty crosswind conditions. Factors associated with the accident were the crosswind and wind gusts.

### Findings

Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation: TAKEOFF - INITIAL CLIMB

#### Findings

1. (F) WEATHER CONDITION - CROSSWIND
2. (F) WEATHER CONDITION - GUSTS

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Occurrence #2: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

3. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND

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Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

Findings

4. TERRAIN CONDITION - HIGH VEGETATION

## Factual Information

On October 2, 1996, about 1830 Alaska daylight time, a wheel equipped Piper PA-22 airplane, N2821P, sustained substantial damage when it collided with terrain during takeoff from an off airport site near Hanning Bay, Montague Island, which is located approximately 22 miles southeast of Port Ashton, Alaska. The commercial certificated pilot and the one passenger aboard were not injured. The 14 CFR Part 91 flight operated in visual meteorological conditions without a flight plan.

During a telephone conversation with the NTSB investigator-in-charge on October 6, 1996, the pilot related that he and a hunting companion were attempting to takeoff to the west from an off airport site to return to Anchorage. The pilot described the takeoff area as a "bush strip...rocky gravel with tundra over...narrow with alders and spruce on both sides and at end." The takeoff area was approximately 1400 feet long and 25 feet wide. He said that shortly after liftoff, he lost control of the airplane and crashed. The pilot said the prevailing wind was a right-quartering headwind, which he estimated as 10 to 15 knots, with higher gusts. He reported that he is unsure if the wind suddenly quit, or if he encountered a wind gust, but said he apparently got away from the runway's center, and collided with adjoining brush.

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	55, Male
<b>Airplane Rating(s):</b>	Single-engine land; Single-engine sea	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<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 2 Expired	<b>Last FAA Medical Exam:</b>	August 5, 1994
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	1920 hours (Total, all aircraft), 1860 hours (Pilot In Command, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Piper	<b>Registration:</b>	N2821P
<b>Model/Series:</b>	PA-22 PA-22	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	22-3114
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	June 15, 1996 Annual	<b>Certified Max Gross Wt.:</b>	2000 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	O-320
<b>Registered Owner:</b>	WINTHROP R. DELANCEY	<b>Rated Power:</b>	150 Horsepower
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Dusk
<b>Observation Facility, Elevation:</b>		<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>		<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Scattered / 5000 ft AGL	<b>Visibility</b>	50 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	12 knots / 20 knots	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	315°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>		<b>Temperature/Dew Point:</b>	11°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	ANCHORAGE , AK (MRI )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	(MRI )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	00:00 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>		<b>Runway Surface Type:</b>	
<b>Airport Elevation:</b>		<b>Runway Surface Condition:</b>	
<b>Runway Used:</b>	0	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>		<b>VFR Approach/Landing:</b>	

## 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>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 None	<b>Latitude, Longitude:</b>	55.91991,-159.489059(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Labelle, James
<b>Additional Participating Persons:</b>	JOHN HALLINAN; ANCHORAGE , AK
<b>Original Publish Date:</b>	August 25, 1997
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=2948">https://data.ntsb.gov/Docket?ProjectID=2948</a>

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