



Aviation Investigation Final Report

Location:	HOONAH, Alaska	Accident Number:	ANC97LA087
Date & Time:	June 22, 1997, 11:15 Local	Registration:	N7025B
Aircraft:	Piper PA-22	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported he had recently purchased the accident airplane, a tricycle gear airplane converted to a tail wheel configuration, and was practicing touch and go landings to become more familiar with its handling characteristics. On the accident landing, he said the airplane begin to veer to the right, and that he was unable to maintain directional control. The airplane went off the right side of the runway and down a small embankment. The pilot, an aviation mechanic, said there were no preaccident mechanical problems with the airplane.

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 while landing.

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: LANDING - ROLL

Findings

1. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 2. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: LANDING - ROLL

Findings

3. TERRAIN CONDITION - DROP-OFF/DESCENDING EMBANKMENT

Factual Information

On June 22, 1997, about 1115 Alaska daylight time, N7025B, a wheel equipped Piper PA-22, converted to a tail wheel configuration, sustained substantial damage while landing at the Hoonah Airport, Hoonah, Alaska. The solo private pilot was not injured. The local, 14 CFR Part 91 flight operated in visual meteorological conditions. No flight plan was filed.

The pilot was interviewed on the telephone by the NTSB investigator-in-charge on June 23. The pilot related he was landing on runway 23 in calm wind conditions. He said he was practicing touch and go landings. On the accident landing, he said the airplane touched down on the left main tire first, and then the right. When the right tire touched down, the airplane began to go the right. He said he was unable to maintain directional control, and the airplane went off the right side of the runway and down an embankment. After he got out of the airplane, a small fire erupted. The fire was almost immediately extinguished.

The pilot, who is also a certificated aviation airframe and powerplant mechanic, said there was no preaccident mechanical problems with the airplane. He said the airplane went off the runway because he was unprepared for the amount of "tire grab" when the airplane's right main tire touched down on the relatively warm runway. He also said he had just recently purchased the airplane, and was practicing touch and go landings to become more familiar with its handling characteristics.

Pilot Information

Certificate:	Private	Age:	32, 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):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	October 9, 1996
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	335 hours (Total, all aircraft), 30 hours (Total, this make and model), 216 hours (Pilot In Command, all aircraft), 30 hours (Last 90 days, all aircraft), 15 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N7025B
Model/Series:	PA-22 PA-22	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	22-4276
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	August 23, 1997 Annual	Certified Max Gross Wt.:	2000 lbs
Time Since Last Inspection:	23 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2817 Hrs	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	O-320
Registered Owner:	KLAUS E. MARX	Rated Power:	150 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:	Clear	Visibility	80 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	21°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(HNL)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	10:55 Local	Type of Airspace:	Class G

Airport Information

Airport:	HOONAH HNH	Runway Surface Type:	Asphalt
Airport Elevation:	10 ft msl	Runway Surface Condition:	Dry
Runway Used:	23	IFR Approach:	None
Runway Length/Width:	3000 ft / 75 ft	VFR Approach/Landing:	Touch and go;Traffic pattern

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:	58.110469,-135.400909(est)

Administrative Information

Investigator In Charge (IIC):	Labelle, James
Additional Participating Persons:	GARRISON RUSSELL (FAA); ANCHORAGE , AK
Original Publish Date:	November 10, 1998
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=3017

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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](#).