



Aviation Investigation Final Report

Location:	ANCHORAGE, Alaska	Accident Number:	ANC85LA149
Date & Time:	August 6, 1985, 16:35 Local	Registration:	N7070K
Aircraft:	PIPER PA-20-135	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

LOW TIME STUDENT PLT LOST CONTROL DURING ATTEMPTED GO-AROUND & CRASHED INTO TWO PARKED ACFT. 8 TO 12 KT CROSSWIND WAS REPORTED.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: GO-AROUND (VFR)

Findings

1. TERRAIN CONDITION - UPHILL
2. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
3. (C) OVERCONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
4. (F) INSUFFICIENT STANDARDS/REQUIREMENTS,AIRMAN - FAA(ORGANIZATION)
5. TERRAIN CONDITION - HIGH VEGETATION
6. (F) ANXIETY/APPREHENSION - PILOT IN COMMAND
7. (F) INADEQUATE CERTIFICATION/APPROVAL,AIRMAN - FAA(ORGANIZATION)
8. (F) WEATHER CONDITION - CROSSWIND
9. (C) INADEQUATE TRANSITION/UPGRADE TRAINING - PILOT IN COMMAND
10. (F) LACK OF TOTAL EXPERIENCE IN KIND OF AIRCRAFT - PILOT IN COMMAND
11. (F) TOTAL - PILOT IN COMMAND

- 12. (F) OVERCONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
- 13. (F) LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: GO-AROUND (VFR)

Findings

- 14. (F) TOTAL - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Student	Age:	36, Male
Airplane Rating(s):	None	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:	July 9, 1985
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	62 hours (Total, all aircraft), 5 hours (Total, this make and model), 13 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N7070K
Model/Series:	PA-20-135 PA-20-135	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	20-179
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	July 3, 1985 Annual	Certified Max Gross Wt.:	1950 lbs
Time Since Last Inspection:	10 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2210 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-290-D2
Registered Owner:	CLIFFORD K. ANDREWS	Rated Power:	135 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 / 3000 ft AGL	Visibility	60 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	8 knots / 12 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	270°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	18°C / -18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	TALKEETNA , AK (TKA)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	15:30 Local	Type of Airspace:	Class G

Airport Information

Airport:	SKY HARBOR AIRSTRIP	Runway Surface Type:	Gravel
Airport Elevation:	340 ft msl	Runway Surface Condition:	Dry
Runway Used:	34	IFR Approach:	None
Runway Length/Width:	1800 ft / 70 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC): Daw, Roy

Additional Participating Persons: ALFRED E FLEENER; ANCHORAGE , AK

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=4541>

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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](#).