



Aviation Investigation Final Report

Location:	WASILLA, Alaska	Accident Number:	ANC86LA016
Date & Time:	December 15, 1985, 14:00 Local	Registration:	N7773K
Aircraft:	PIPER PA-20	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

AIRCRAFT LOST CONTROL DURING LANDING AND CRASHED INTO ANOTHER PRIVATE AIRCRAFT. WITNESS REPORTED SEEING AIRCRAFT MAKE A FAST APPROACH, LAND LONG, GROUND LOOP AND SLIDE SIDE WAYS INTO PARKED AERONCA. WITNESS STATED THAT AIRCRAFT LANDED WITH A TAILWIND, WHILE PILOT REPORTED A HEADWIND.

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 - ON GROUND/WATER
Phase of Operation: LANDING - ROLL

Findings

1. (C) IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
2. INFORMATION INSUFFICIENT - PILOT IN COMMAND
3. (F) INADEQUATE SURVEILLANCE, INADEQUATE PROCEDURE - COMPANY/OPERATOR MGMT
4. (C) PERFORMANCE DATA - DISREGARDED - PILOT IN COMMAND
5. (F) QUALIFICATION - PILOT IN COMMAND
6. (F) INSUFFICIENT STANDARDS/REQUIREMENTS, AIRMAN - COMPANY/OPERATOR MGMT
7. (F) COMPENSATION FOR WIND CONDITIONS - POOR - PILOT IN COMMAND
8. (F) OVERCONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
9. (F) INSUFFICIENT STANDARDS/REQUIREMENTS, AIRMAN - FAA(ORGANIZATION)

10. (F) JUDGMENT - POOR - PILOT IN COMMAND
11. (F) OVERCONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND
12. INADEQUATE CERTIFICATION/APPROVAL,AIRMAN - FAA(ORGANIZATION)
13. (F) ALL AVAILABLE RUNWAY - NOT USED - PILOT IN COMMAND
14. (F) PRESSURE - PILOT IN COMMAND
15. INADEQ CERTIFICATION/APPROVAL,OPERATION/OPERATOR - COMPANY/OPERATOR MGMT
16. (C) GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
17. (F) LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
18. INADEQ SUBSTANTIATION PROCESS,INADEQ DOCUMENTATION - COMPANY/OPERATOR MGMT
19. (C) GROUND LOOP/SWERVE - INTENTIONAL - PILOT IN COMMAND
20. (F) LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT

Phase of Operation: LANDING - ROLL

Findings

21. (F) OBJECT - AIRCRAFT PARKED/STANDING

Factual Information

Pilot Information

Certificate:	Private	Age:	28, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Expired	Last FAA Medical Exam:	July 14, 1982
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:			

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N7773K
Model/Series:	PA-20 PA-20	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	20-600
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	1800 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:		Engine Model/Series:	O-290-D
Registered Owner:	DONALD C. MESSINGER	Rated Power:	125 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:	14:00 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Unknown / 6000 ft AGL	Visibility	20 miles
Lowest Ceiling:	Broken / 6000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	-6°C / -18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	ANCHORAGE , AK (MRI)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:		Type of Airspace:	Class G

Airport Information

Airport:	PHILOS	Runway Surface Type:	Gravel;Ice;Snow
Airport Elevation:	180 ft msl	Runway Surface Condition:	Dry;Snow
Runway Used:	12	IFR Approach:	None
Runway Length/Width:	1250 ft / 50 ft	VFR Approach/Landing:	Go around;Touch and go;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC): Daw, Roy

Additional Participating Persons: CHARLES L CROM; ANCHORAGE , AL

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=4628>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).