



# Aviation Investigation Final Report

<b>Location:</b>	DILLINGHAM, Alaska	<b>Accident Number:</b>	ANC99LA062
<b>Date &amp; Time:</b>	May 15, 1999, 17:54 Local	<b>Registration:</b>	N8883C
<b>Aircraft:</b>	Piper PA-20	<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 stated that during taxi for takeoff the tailwheel equipped airplane did not steer correctly. He said that he decided to return to parking. While returning to park, the airplane turned to the left 270 degrees, substantially damaging the empennage. Postaccident inspection revealed the rudder gust lock was still installed on the tail.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The inadequate preflight by the pilot, who left the rudder gust lock installed, making directional control not possible.

## Findings

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

### Findings

1. (C) FLIGHT CONTROL, GUST LOCK - NOT REMOVED
2. (C) AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
3. (C) DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND

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Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER  
Phase of Operation: TAXI

Findings

4. TERRAIN CONDITION - ROUGH/UNEVEN

## Factual Information

On May 15, 1999, at 1754 Alaska daylight time, a tailwheel equipped Piper PA-20 airplane, N8883C, sustained substantial damage when it departed the left edge of runway 19 at the Dillingham Airport, Dillingham, Alaska. The commercial pilot and sole passenger were not injured. The airplane was being operated under 14 CFR Part 91 as a personal flight by the pilot and his wife. The pilot originally intended to depart for the village of Ekuk, but was returning to park after taxiing for takeoff. Visual meteorological conditions prevailed at the time of the accident, and no flight plan was filed.

The pilot told the NTSB investigator-in-charge (IIC) during a telephone interview on May 18, that during taxi, the airplane did not steer correctly, but he could not determine the reason. He told the IIC that he decided to return to parking. During the return taxi on runway 19, the airplane ground looped to the left, and the pilot was unable to control the turn with rudder input or wheel brakes. The tailwheel went off the left side of the runway onto uneven ground, damaging the tailwheel support structure and center empennage. The pilot told the IIC that after the accident, he discovered the external rudder gust lock still installed.

Reported winds at the time of the accident were 210 degrees at 7 knots. Runway 19 measures 6,404 feet long by 150 feet wide.

### Pilot Information

<b>Certificate:</b>	Airline transport; Commercial	<b>Age:</b>	55, Male
<b>Airplane Rating(s):</b>	Single-engine land; Single-engine sea; Multi-engine land; Multi-engine sea	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical-w/ waivers/lim	<b>Last FAA Medical Exam:</b>	October 9, 1998
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	24000 hours (Total, all aircraft), 1000 hours (Total, this make and model), 23000 hours (Pilot In Command, all aircraft), 320 hours (Last 90 days, all aircraft), 100 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Piper	<b>Registration:</b>	N8883C
<b>Model/Series:</b>	PA-20 PA-20	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	22-1465
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	June 4, 1997 Annual	<b>Certified Max Gross Wt.:</b>	1950 lbs
<b>Time Since Last Inspection:</b>	90 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	1000 Hrs	<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	O-320-B2B
<b>Registered Owner:</b>	KERRISON LIMITED PARTNERSHIP	<b>Rated Power:</b>	160 Horsepower
<b>Operator:</b>	ALBERT W. BALL, JR.	<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>	Day
<b>Observation Facility, Elevation:</b>	DLG ,75 ft msl	<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>	17:54 Local	<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Scattered / 20000 ft AGL	<b>Visibility</b>	25 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	7 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	210°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30 inches Hg	<b>Temperature/Dew Point:</b>	13°C / 2°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	(DLG )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	EKUK , AK (KKU )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	17:54 Local	<b>Type of Airspace:</b>	Class E

## Airport Information

<b>Airport:</b>	DILLINGHAM DLG	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	86 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	19	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	6404 ft / 150 ft	<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>	58.819976,-157.860214(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Thomas, Matthew
<b>Additional Participating Persons:</b>	ELLEN PANYEOK (FAA FSDO); ANCHORAGE , AK JAMES WARNIERS(FAA FSD0); ANCHORAGE , AK
<b>Original Publish Date:</b>	June 21, 2000
<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=46319">https://data.ntsb.gov/Docket?ProjectID=46319</a>

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