



Aviation Investigation Final Report

Location:	HEALY LAKE, Alaska	Accident Number:	ANC89LA005
Date & Time:	October 2, 1988, 18:40 Local	Registration:	N3421A
Aircraft:	PIPER PA-22	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 Serious
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

AFTER WAITING FOR MORE FAVORABLE WIND CONDITIONS, THE STUDENT PILOT AND HIS PASSENGER ATTEMPTED A DEPARTURE FROM A DIRT STRIP SURROUNDED BY TREES. THE NON-RATED PASSENGER STATED THAT 'AFTER BECOMING AIRBORNE AND CLIMBING SLIGHTLY ABOVE THE TREETOPS, IT FELT LIKE I WAS IN AN ELEVATOR AND THE AIRCRAFT BEGAN TO HIT THE TOPS OF THE TREES...'. WITNESSES INDICATED THAT THE WINDS WERE OUT OF THE SOUTH-SOUTHEAST AT 35 KNOTS, GUSTING TO 40 KNOTS.

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: TAKEOFF - INITIAL CLIMB

Findings

1. (F) WEATHER CONDITION - CROSSWIND
2. (F) WEATHER CONDITION - HIGH WIND
3. (C) PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
4. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
5. (F) LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
6. (C) STALL/MUSH - INADVERTENT - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: TAKEOFF - INITIAL CLIMB

Factual Information

Pilot Information

Certificate:	Student	Age:	40, 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:	April 17, 1988
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	50 hours (Total, all aircraft), 50 hours (Total, this make and model), 50 hours (Pilot In Command, all aircraft), 50 hours (Last 90 days, all aircraft), 20 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N3421A
Model/Series:	PA-22 PA-22	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	22-1608
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	1650 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-320
Registered Owner:	DOYLE L. GABRIEL	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:	Clear	Visibility	20 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	35 knots / 40 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	160°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	2°C / -1°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	00:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	HEALY LAKE	Runway Surface Type:	Dirt
Airport Elevation:	1300 ft msl	Runway Surface Condition:	Dry
Runway Used:	9	IFR Approach:	
Runway Length/Width:	2800 ft / 40 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC): Michelangelo, James

Additional Participating Persons:

Original Publish Date: October 2, 1989

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=5136>

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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](#).