



# Aviation Investigation Final Report

<b>Location:</b>	ANCHORAGE, Alaska	<b>Accident Number:</b>	ANC01LA069
<b>Date &amp; Time:</b>	June 16, 2001, 15:15 Local	<b>Registration:</b>	N9704D
<b>Aircraft:</b>	Piper PA-22	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The private certificated pilot was landing a tailwheel-equipped airplane on runway 13. He said that he bounced the landing, added a small amount of power, but bounced again. He then added full engine power to abort the landing. The airplane veered to the left, went off the side of the runway, and nosed over. The airplane received damage to the vertical stabilizer and the left wing.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's inadequate bounced landing recovery, and his failure to correct for torque/P-factor during an aborted landing.

## Findings

Occurrence #1: HARD LANDING  
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings  
1. (C) RECOVERY FROM BOUNCED LANDING - INADEQUATE - PILOT IN COMMAND  
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Occurrence #2: LOSS OF CONTROL - ON GROUND/WATER  
Phase of Operation: LANDING - ABORTED

Findings

2. (C) TORQUE/P-FACTOR - NOT CORRECTED - PILOT IN COMMAND

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Occurrence #3: NOSE OVER

Phase of Operation: LANDING - ABORTED

## Factual Information

On June 16, 2001, about 1515 Alaska daylight time, a Piper PA-22 airplane, N9704D, sustained substantial damage during a landing at the Lake Hood Strip, Anchorage, Alaska. The airplane was being operated as a visual flight rules (VFR) local area personal flight, when the accident occurred. The airplane was operated by the pilot. The private certificated pilot, the sole occupant, was not injured. Visual meteorological conditions prevailed.

During a telephone conversation with the National Transportation Safety Board (NTSB) investigator-in-charge (IIC), on June 16th, the pilot reported that he was landing on runway 13. He said that he bounced the landing, added a small amount of power, but bounced again. He then added full engine power to abort the landing. The airplane veered to the left, went off the side of the runway, and nosed over. The airplane received damage to the vertical stabilizer and the left wing.

At 1453, an Aviation Routine Weather Report (METAR) at Anchorage was reporting in part: Wind, 235 degrees at 6 knots; visibility, 10 statute miles; clouds and sky condition, clear; temperature, 74 degrees F; dew point, 46 degrees F; altimeter, 30.07 inHg.

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	42, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 Valid Medical-w/ waivers/lim	<b>Last FAA Medical Exam:</b>	September 21, 2000
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	July 25, 2000
<b>Flight Time:</b>	142 hours (Total, all aircraft), 16 hours (Total, this make and model)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Piper	<b>Registration:</b>	N9704D
<b>Model/Series:</b>	PA-22	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	22-615
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	September 1, 2000 Annual	<b>Certified Max Gross Wt.:</b>	2000 lbs
<b>Time Since Last Inspection:</b>	16 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	3040 Hrs at time of accident	<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	O-320
<b>Registered Owner:</b>	WARREN P. PETERSON	<b>Rated Power:</b>	150 Horsepower
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	PALH	<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>	14:53 Local	<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	6 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	235°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30.06 inches Hg	<b>Temperature/Dew Point:</b>	24°C / 8°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	ANCHORAGE, AK (Z41 )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	VFR
<b>Departure Time:</b>	12:00 Local	<b>Type of Airspace:</b>	Class D

## Airport Information

<b>Airport:</b>	LAKE HOOD STRIP Z41	<b>Runway Surface Type:</b>	Gravel
<b>Airport Elevation:</b>	73 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	13	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	2200 ft / 70 ft	<b>VFR Approach/Landing:</b>	Go around

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	61.186943,-149.96527

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Erickson, Scott
<b>Additional Participating Persons:</b>	DICK MAHL; FAA-AL-ANC FSDO 03; ANCHORAGE, AK
<b>Original Publish Date:</b>	February 20, 2002
<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=53200">https://data.ntsb.gov/Docket?ProjectID=53200</a>

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