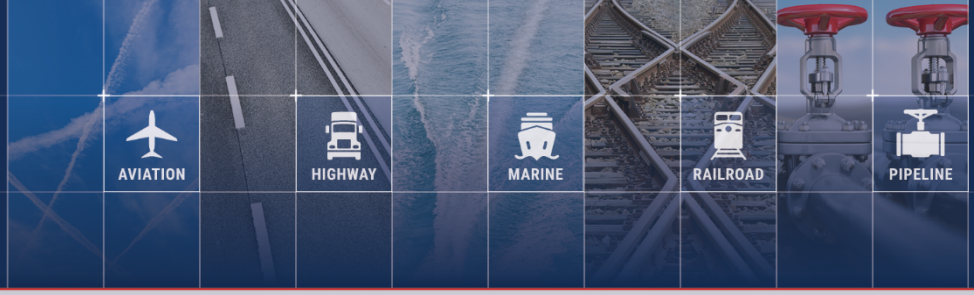

Aviation Investigation Final Report

Location:	ANCHORAGE, Alaska	**Accident Number:**	ANC01LA069
Date & Time:	June 16, 2001, 15:15 Local	**Registration:**	N9704D
Aircraft:	Piper PA-22	**Aircraft Damage:**	Substantial
Defining Event:		**Injuries:**	1 None
Flight Conducted Under:	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

Occurrence #2: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: LANDING - ABORTED

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

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

Certificate:	Private	**Age:**	42,Male
Airplane Rating(s):	Single-engine land	**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 1 Valid Medical--w/ waivers/lim	**Last FAA Medical Exam:**	September 21, 2000
Occupational Pilot:	UNK	**Last Flight Review or Equivalent:**	July 25, 2000
Flight Time:	142 hours (Total, all aircraft), 16 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

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

Meteorological Information and Flight Plan

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

Airport Information

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

Wreckage and Impact Information

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

Administrative Information

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