



Aviation Investigation Final Report

Location:	STONEY RIVER, Alaska	Accident Number:	ANC91LA150
Date & Time:	September 20, 1991, 18:30 Local	Registration:	N8143D
Aircraft:	PIPER PA-22-160	Aircraft Damage:	Substantial
Defining Event:		Injuries:	3 Serious
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE UNLICENSED PILOT STATED THAT AFTER MAKING A LOW PASS OVER A REMOTE HUNTING STRIP, HE ADDED POWER TO MAKE A GO-AROUND. THE AIRPLANE'S NOSE PITCHED UP STEEPLY, AND A CROSSWIND CAUSED THE AIRPLANE TO TURN AND FLY INTO A CANYON. TO AVOID A STALL, HE REDUCED POWER AND PUSHED THE NOSE DOWN. HE THEN ENCOUNTERED A DOWNDRAFT WHICH PUSHED THE AIRPLANE DOWN INTO THE TREES. THE PILOT HAD PURCHASED THE AIRPLANE 2-3 DAYS PREVIOUSLY AND HAD ONLY ABOUT 6 HOURS IN THIS TYPE AIRPLANE. HE REPORTED HAVING A TOTAL OF 500 FLIGHT HOURS, OF WHICH ONLY 5 WERE WITH AN INSTRUCTOR. SEVERAL MODIFICATIONS HAD BEEN PERFORMED ON THE AIRPLANE, TWO OF WHICH WERE NOT APPROVED. THE PILOT SAID HIS LACK OF FAMILIARITY WITH SOME OF THE AIRPLANE'S UNUSUAL HANDLING CHARACTERISTICS CONTRIBUTED TO THE ACCIDENT.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S FAILURE TO ATTAIN A PROPER CLIMB. FACTORS IN THE ACCIDENT WERE: THE PILOT'S LACK OF FAMILIARITY WITH THE AIRPLANE, HIS INADEQUATE TRAINING IN THAT MODEL AIRPLANE, HIS LACK OF TOTAL EXPERIENCE, HIS INFLIGHT PLANNING/DECISION, HIS OVERCONFIDENCE IN HIS PERSONAL ABILITY, THE UNFAVORABLE WIND, AND THE MOUNTAINOUS TERRAIN.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: MANEUVERING

Findings

1. (F) WEATHER CONDITION - UNFAVORABLE WIND
2. (F) LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
3. (F) IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
4. (F) INADEQUATE TRAINING - PILOT IN COMMAND
5. (F) OVERCONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
6. (C) PROPER CLIMB RATE - NOT ATTAINED - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: LANDING - ABORTED

Findings

7. (F) TERRAIN CONDITION - MOUNTAINOUS/HILLY

Factual Information

Pilot Information

Certificate:	None	Age:	41, Male
Airplane Rating(s):	None	Seat Occupied:	Front
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 Expired	Last FAA Medical Exam:	October 26, 1988
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	500 hours (Total, all aircraft), 6 hours (Total, this make and model), 495 hours (Pilot In Command, all aircraft), 17 hours (Last 90 days, all aircraft), 15 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N8143D
Model/Series:	PA-22-160 PA-22-160	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	22-5634
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	May 26, 1988 Annual	Certified Max Gross Wt.:	1840 lbs
Time Since Last Inspection:	28 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2368 Hrs	Engine Manufacturer:	LYCOMING
ELT:		Engine Model/Series:	O-360-A3A
Registered Owner:	LECORCHICK, JOSEPH	Rated Power:	180 Horsepower
Operator:	DANIEL C. HERMAN	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:	Unknown	Visibility	40 miles
Lowest Ceiling:	Broken / 3000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	15 knots / 20 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	90°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:	Light - None - Rain		
Departure Point:	RED DEVIL , AK (RDV)	Type of Flight Plan Filed:	Company VFR
Destination:	SOLDOTNA , AK (SXQ)	Type of Clearance:	None
Departure Time:	17:00 Local	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Substantial
Passenger Injuries:	2 Serious	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 Serious	Latitude, Longitude:	61.159923,-149.989013(est)

Administrative Information

Investigator In Charge (IIC):	Daw, Roy
Additional Participating Persons:	JAMES E SETTERGREN; ANCHORAGE , AK
Original Publish Date:	May 7, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=5623

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