



# Aviation Investigation Final Report

<b>Location:</b>	Wasilla, Alaska	<b>Accident Number:</b>	ANC03LA079
<b>Date &amp; Time:</b>	July 14, 2003, 20:10 Local	<b>Registration:</b>	N7699K
<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 reported that during the landing roll, the tailwheel-equipped airplane veered to the left. He said he overcorrected, and the airplane veered sharply to the right, exited the right side of the runway, and collided with a ditch. He indicated that the landing gear subsequently collapsed, and the wings and fuselage sustained substantial damage.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to maintain directional control during the landing roll, which resulted in the airplane's collision with a ditch, and the collapse of the main landing gear.

### Findings

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

#### Findings

1. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND  
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Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER  
Phase of Operation: LANDING - ROLL

#### Findings

## 2. TERRAIN CONDITION - DITCH

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Occurrence #3: MAIN GEAR COLLAPSED  
Phase of Operation: LANDING - ROLL

## Factual Information

On July 14, 2003, about 2010 Alaska daylight time, a tailwheel-equipped Piper PA-20 airplane, N7699K, sustained substantial damage when it exited the runway during the landing roll, and collided with a ditch at the Wasilla Airport, Wasilla, Alaska. The airplane was being operated by the pilot as a visual flight rules (VFR) personal flight under Title 14, CFR Part 91 when the accident occurred. The private pilot and sole passenger were not injured. The flight departed the Anderson Lake Airstrip, Wasilla, about 2010, visual meteorological conditions prevailed, and no flight plan was filed.

During a telephone conversation with the National Transportation Safety Board (NTSB) investigator-in-charge (IIC) on July 15, the pilot said during the landing roll, the airplane veered to the left. He said he overcorrected, and the airplane veered sharply to the right, exited the right side of the runway, and collided with a ditch. He said the landing gear collapsed, and the wings and fuselage sustained substantial damage. The pilot said prior to the accident there were no known mechanical problems with the airplane.

### Pilot Information

<b>Certificate:</b>	Flight engineer; Private	<b>Age:</b>	47, 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>	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>	November 25, 2002
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	March 10, 2003
<b>Flight Time:</b>	1150 hours (Total, all aircraft), 55 hours (Total, this make and model), 950 hours (Pilot In Command, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Piper	<b>Registration:</b>	N7699K
<b>Model/Series:</b>	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>	20-520
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	August 13, 2002 Annual	<b>Certified Max Gross Wt.:</b>	1950 lbs
<b>Time Since Last Inspection:</b>	20 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	O320B2B
<b>Registered Owner:</b>	John Boyd	<b>Rated Power:</b>	160 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>		<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>		<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>	/	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>		<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>		<b>Temperature/Dew Point:</b>	18°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Anderson Lake, AK (0AK1)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Wasilla, AK (PAWS)	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	20:10 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	Wasilla PAWS	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	354 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	21	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	3700 ft / 75 ft	<b>VFR Approach/Landing:</b>	Full stop;Traffic pattern

## 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>	61.571666,-149.540283

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Lewis, Lawrence
<b>Additional Participating Persons:</b>	David M Withrow; FAA Anchorage FSDO-03; Anchorage, AK
<b>Original Publish Date:</b>	November 25, 2003
<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=57496">https://data.ntsb.gov/Docket?ProjectID=57496</a>

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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](#).