



# Aviation Investigation Final Report

<b>Location:</b>	CINNIBAR, Alaska	<b>Accident Number:</b>	ANC92LA126
<b>Date &amp; Time:</b>	August 9, 1992, 11:00 Local	<b>Registration:</b>	N9557D
<b>Aircraft:</b>	PIPER PA-22	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 Minor
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

THE PILOT STATED THAT JUST AFTER TAKEOFF, AND ABOUT 10 FEET ABOVE THE GROUND, THE ENGINE GRADUALLY LOST PARTIAL POWER, AND THE AIRPLANE CRASHED INTO THE BUSHES JUST OFF THE END OF THE REMOTE STRIP. INFORMATION SURROUNDING THE ACCIDENT WAS VERY MINIMAL AND SKETCHY. SEVERAL UNSUCCESSFUL ATTEMPTS WERE MADE TO GET MORE INFORMATION FROM THE PILOT AND PASSENGER. THE WRECKAGE WAS NOT RECOVERED, AND THE CAUSE OF THE POWER LOSS WAS NOT DETERMINED.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PARTIAL LOSS OF ENGINE POWER FOR UNDETERMINED REASONS. CONTRIBUTING TO THE ACCIDENT WAS THE UNSUITABLE TERRAIN.

## Findings

Occurrence #1: LOSS OF ENGINE POWER  
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings  
1. (C) REASON FOR OCCURRENCE UNDETERMINED  
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Occurrence #2: FORCED LANDING  
Phase of Operation: DESCENT - EMERGENCY

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Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: DESCENT - EMERGENCY

Findings

2. (F) TERRAIN CONDITION - NONE SUITABLE

## Factual Information

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	61, Male
<b>Airplane Rating(s):</b>	Single-engine land; Single-engine sea	<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 Expired	<b>Last FAA Medical Exam:</b>	May 13, 1988
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	14000 hours (Total, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	PIPER	<b>Registration:</b>	N9557D
<b>Model/Series:</b>	PA-22 PA-22	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>		<b>Serial Number:</b>	22-6474
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	January 2, 2000 Unknown	<b>Certified Max Gross Wt.:</b>	1950 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>		<b>Engine Model/Series:</b>	O-320
<b>Registered Owner:</b>	NICK SMEATON	<b>Rated Power:</b>	150 Horsepower
<b>Operator:</b>	JOHN T. SMEATON SR.	<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## 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>	Unknown	<b>Visibility</b>	25 miles
<b>Lowest Ceiling:</b>	Overcast / 6000 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	5 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	90°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>		<b>Temperature/Dew Point:</b>	10°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>		<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	DILLINGHAM , AK (DLG )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	11:00 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	CINNABAR NONE	<b>Runway Surface Type:</b>	Dirt
<b>Airport Elevation:</b>	1400 ft msl	<b>Runway Surface Condition:</b>	Dry;Rough
<b>Runway Used:</b>	9	<b>IFR Approach:</b>	
<b>Runway Length/Width:</b>	1000 ft / 50 ft	<b>VFR Approach/Landing:</b>	Forced landing

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Minor	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 Minor	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 Minor	<b>Latitude, Longitude:</b>	60.809967,-161.849243(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Daw, Roy
<b>Additional Participating Persons:</b>	PETER W DULA; ANCHORAGE , AK
<b>Original Publish Date:</b>	May 26, 1993
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=5773">https://data.nts.gov/Docket?ProjectID=5773</a>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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