



Aviation Investigation Final Report

Location:	PORT ALSWORTH, Alaska	Accident Number:	ANC92LA156
Date & Time:	September 3, 1992, 16:30 Local	Registration:	N8420D
Aircraft:	PIPER PA-22	Aircraft Damage:	Substantial
Defining Event:		Injuries:	3 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

DURING TAKEOFF FROM A SMALL LAKE, THE INSTRUCTOR PILOT ALLOWED A STUDENT PILOT TO MAKE A FLAT, STEP TURN TAKEOFF. DUE TO LOW FUEL IN THE TANKS, THE FUEL PICKUP UNPORTED AND THE ENGINE STOPPED AND STARTED SEVERAL TIMES DUE TO FUEL STARVATION. THE INSTRUCTOR WAS UNABLE TO RECOVER ENGINE POWER OR RETURN TO THE LAKE PRIOR TO HITTING TREES.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE IMPROPER MANEUVER THAT UNPORTED THE LOW FUEL TANK. THE UNSUITABLE TERRAIN AT THE SITE OF FORCED LANDING WAS A FACTOR.

Findings

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

- Findings
1. FLUID,FUEL - STARVATION
 2. (C) AIRCRAFT CONTROL - IMPROPER - DUAL STUDENT
 3. (C) SUPERVISION - IMPROPER - PILOT IN COMMAND(CFI)
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Occurrence #2: FORCED LANDING

Phase of Operation: DESCENT - EMERGENCY

Findings

4. (F) TERRAIN CONDITION - NONE SUITABLE

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - EMERGENCY

Factual Information

Pilot Information

Certificate:	Airline transport; Commercial; Flight instructor	Age:	46, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land; Multi-engine sea	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine; Instrument airplane	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	May 13, 1992
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	15500 hours (Total, all aircraft), 165 hours (Total, this make and model), 15500 hours (Pilot In Command, all aircraft), 300 hours (Last 90 days, all aircraft), 110 hours (Last 30 days, all aircraft), 6.5 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N8420D
Model/Series:	PA-22 PA-22	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	22-5675
Landing Gear Type:	Float	Seats:	4
Date/Type of Last Inspection:	January 2, 2000 Annual	Certified Max Gross Wt.:	2000 lbs
Time Since Last Inspection:	100 Hrs	Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-360-A2A
Registered Owner:	GLEN R. ALSWORTH	Rated Power:	180 Horsepower
Operator:	GLEN R. ALSWORTH	Operating Certificate(s) Held:	On-demand air taxi (135)
Operator Does Business As:	LAKE CLARK AIR	Operator Designator Code:	HXXC

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	20 miles
Lowest Ceiling:	Broken / 6000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	210°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	10°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	Company VFR
Destination:		Type of Clearance:	None
Departure Time:	14:30 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:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 None	Latitude, Longitude:	60.199016,-154.280166(est)

Administrative Information

Investigator In Charge (IIC):	Herlihy, Douglas
Additional Participating Persons:	JOEL TEGELER; ANCHORAGE , AK
Original Publish Date:	June 11, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=5798

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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](#).