



Aviation Investigation Final Report

Location:	WASILLA, Alaska	Accident Number:	ANC92LA163
Date & Time:	July 15, 1992, 17:30 Local	Registration:	N7096K
Aircraft:	PIPER PA-20	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

DURING TAKEOFF THE FLOATPLANE WOULD CLIMB NO HIGHER THAN 5 TO 10 FEET ABOVE THE WATER. THE PILOT CUT THE THROTTLE AND THE AIRPLANE LANDED HARD IN A SMALL POND LIKE MARSHY AREA JUST PAST THE LAKE FROM WHERE THE AIRPLANE DEPARTED. THE PILOT DID NOT HOLD A SEAPLANE RATING. THE PILOT SAID THE AIRPLANE WAS LOADED TO WITHIN ABOUT 50 POUNDS OF ITS MAXIMUM CERTIFICATED GROSS WEIGHT. THE PILOT AND A WITNESS SAID IT WAS A HOT DAY AND THERE WAS NO WIND.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S IMPROPER PREFLIGHT PLANNING/DECISION, AND HIS DELAYED ABORTED TAKEOFF. CONTRIBUTING WAS THE PILOT'S FAILURE TO USE THE AIRPLANE PERFORMANCE DATA.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (C) PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
2. (C) ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND

3. (F) PERFORMANCE DATA - NOT USED - PILOT IN COMMAND

Occurrence #2: HARD LANDING

Phase of Operation: TAKEOFF - ABORTED

Factual Information

Pilot Information

Certificate:	Private	Age:	39, 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 3 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	May 3, 1991
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	410 hours (Total, all aircraft), 330 hours (Total, this make and model), 325 hours (Pilot In Command, all aircraft), 28 hours (Last 90 days, all aircraft), 7 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N7096K
Model/Series:	PA-20 PA-20	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	20-203
Landing Gear Type:	Float	Seats:	2
Date/Type of Last Inspection:	October 1, 1991 Annual	Certified Max Gross Wt.:	1800 lbs
Time Since Last Inspection:	30 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1980 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-290-D2
Registered Owner:	MARTIN M. LASTER	Rated Power:	135 Horsepower
Operator:	MARTIN M. LASTER	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:	Clear	Visibility	50 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	21°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:	RED SHIRT LAKE , AK	Type of Clearance:	None
Departure Time:	17:30 Local	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	
Runway Length/Width:		VFR Approach/Landing:	

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	Daw, Roy
Additional Participating Persons:	AUSTIN E COLLER; ANCHORAGE , AK
Original Publish Date:	September 28, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=5803

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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](#).