



# Aviation Investigation Final Report

<b>Location:</b>	SEWARD, Alaska	<b>Accident Number:</b>	ANC93LA008
<b>Date &amp; Time:</b>	October 17, 1992, 15:29 Local	<b>Registration:</b>	N1660A
<b>Aircraft:</b>	PIPER PA-22	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 Serious
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

A WITNESS TO THE ACCIDENT STATED THAT 'THE AIRPLANE TOOK OFF IN A VERY NOSE HIGH ATTITUDE, QUIT FLYING, AND FELL TO THE GROUND.' THEN THE AIRPLANE WENT OFF THE LEFT SIDE OF THE RUNWAY AND CRASHED INTO A LARGE DITCH. THE UNLICENSED PILOT SAID HE COULD NOT REMEMBER EXACTLY WHAT HAPPENED. THE PILOT SAID HE HAD NEVER HAD ANY OFFICIAL FLIGHT INSTRUCTION, BUT HAD FLOWN THREE TIMES WITH A FRIEND DURING THE PREVIOUS YEAR. THE PILOT ALSO SAID THIS WAS HIS SECOND SOLO FLIGHT.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOTS FAILURE TO MAINTAIN DIRECTIONAL CONTROL ON THE GROUND. CONTRIBUTING TO THE ACCIDENT WAS THE PILOTS FAILURE TO MAINTAIN AIRSPEED DURING THE TAKEOFF CLIMB, HIS INADEQUATE TRAINING, HIS LACK OF TOTAL EXPERIENCE, AND THE DITCH.

## Findings

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

### Findings

1. (F) AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND

- 2. (F) INADEQUATE TRAINING - PILOT IN COMMAND
- 3. (F) LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

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Occurrence #2: LOSS OF CONTROL - ON GROUND/WATER  
Phase of Operation: TAKEOFF

Findings

- 4. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

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Occurrence #3: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER  
Phase of Operation: TAKEOFF

Findings

- 5. (F) TERRAIN CONDITION - DITCH

## Factual Information

### Pilot Information

<b>Certificate:</b>	None	<b>Age:</b>	64, Male
<b>Airplane Rating(s):</b>	None	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	None None	<b>Last FAA Medical Exam:</b>	
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>			

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	PIPER	<b>Registration:</b>	N1660A
<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>	Normal	<b>Serial Number:</b>	22-429
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	November 30, 1980 Annual	<b>Certified Max Gross Wt.:</b>	1800 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>	Not installed	<b>Engine Model/Series:</b>	O-290-D
<b>Registered Owner:</b>	BAILEY, OSCAR H.	<b>Rated Power:</b>	125 Horsepower
<b>Operator:</b>	BAILEY, OSCAR H.	<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>	SWD ,50 ft msl	<b>Distance from Accident Site:</b>	1 Nautical Miles
<b>Observation Time:</b>	14:50 Local	<b>Direction from Accident Site:</b>	90°
<b>Lowest Cloud Condition:</b>	Scattered / 6000 ft AGL	<b>Visibility</b>	20 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	5 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	170°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29 inches Hg	<b>Temperature/Dew Point:</b>	3°C / -2°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	(SWD )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	15:29 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	SEWARD SWD	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	50 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	17	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	5000 ft / 100 ft	<b>VFR Approach/Landing:</b>	None

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Serious	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 Serious	<b>Latitude, Longitude:</b>	60.049438,-149.330764(est)

## Administrative Information

**Investigator In Charge (IIC):** Daw, Roy

**Additional Participating Persons:** PETER DULA; ANCHORAGE , AK  
DEBBIE BEU; ANCHORAGE , AK

**Original Publish Date:** September 28, 1993

**Last Revision Date:**

**Investigation Class:** [Class](#)

**Note:**

**Investigation Docket:** <https://data.nts.gov/Docket?ProjectID=5847>

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