



Aviation Investigation Final Report

Location:	Talkeetna, Alaska	Accident Number:	ANC08CA109
Date & Time:	August 9, 2008, 07:00 Local	Registration:	N8433D
Aircraft:	Piper PA-20/22	Aircraft Damage:	Substantial
Defining Event:	Collision with terr/obj (non-CFIT)	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The airline transport pilot was landing at an off airport site under Title 14, CFR Part 91, when the accident occurred. The pilot said during the landing roll the airplane encountered brush, resulting in substantial damage to the left horizontal stabilizer and wingtip. According to the pilot, there were no known mechanical problems with the airplane prior to the accident.

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 clearance from brush during the landing roll.

Findings

Aircraft	Altitude - Not attained/maintained
Environmental issues	(general) - Not specified

Factual Information

History of Flight

Landing-landing roll	Collision with terr/obj (non-CFIT) (Defining event)
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Pilot Information

Certificate:	Airline transport; Flight instructor	Age:	52, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land; Multi-engine sea	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine	Toxicology Performed:	No
Medical Certification:	Class 2	Last FAA Medical Exam:	February 1, 2008
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	January 1, 2008
Flight Time:	15000 hours (Total, all aircraft), 400 hours (Total, this make and model), 14800 hours (Pilot In Command, all aircraft), 200 hours (Last 90 days, all aircraft), 60 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N8433D
Model/Series:	PA-20/22	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	22-5688
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	July 1, 2008 100 hour	Certified Max Gross Wt.:	2000 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	3500 Hrs	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	O-320
Registered Owner:	Alaska Floats and Skis INC	Rated Power:	150 Horsepower
Operator:	Donald Lee	Operating Certificate(s) Held:	None

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:	Few	Visibility	30 miles
Lowest Ceiling:	Overcast	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	13°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Talkeetna, AK (TKA)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:		Type of Airspace:	

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:	62.104721,-150.10556

Administrative Information

Investigator In Charge (IIC):	Lewis, Lawrence
Additional Participating Persons:	Anchorage FSDO-03; Anchorage, AK
Original Publish Date:	September 26, 2008
Last Revision Date:	
Investigation Class:	Class
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=68902

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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](#).