



Aviation Investigation Final Report

Location:	Aniak, Alaska	Accident Number:	ANC10CA023
Date & Time:	March 13, 2010, 16:30 Local	Registration:	N8820D
Aircraft:	Piper PA-22-160	Aircraft Damage:	Substantial
Defining Event:	Loss of control in flight	Injuries:	2 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The private pilot was on a personal cross-country flight in a ski-equipped airplane when the accident occurred. The pilot reported that he was flying about 75 feet above the ground looking for a landing area on a frozen river. He said that the wind was gusting and that the airplane rolled 90 degrees and he was unable to counter the roll before the airplane impacted terrain. He reported there were no 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 decision to maneuver at a low altitude during gusting wind conditions, resulting in a collision with terrain.

Findings

Aircraft	Altitude - Not attained/maintained
Personnel issues	Decision making/judgment - Pilot
Environmental issues	Gusts - Contributed to outcome

Factual Information

History of Flight

Maneuvering-low-alt flying	Loss of control in flight (Defining event)
Maneuvering-low-alt flying	Collision with terr/obj (non-CFIT)

Pilot Information

Certificate:	Private	Age:	52, 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 With waivers/limitations	Last FAA Medical Exam:	April 3, 2008
Occupational Pilot:	No	Last Flight Review or Equivalent:	March 11, 2009
Flight Time:	4185 hours (Total, all aircraft), 2700 hours (Total, this make and model), 4185 hours (Pilot In Command, all aircraft), 70 hours (Last 90 days, all aircraft), 25 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N8820D
Model/Series:	PA-22-160	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	22-5989
Landing Gear Type:	Tailwheel; Ski	Seats:	4
Date/Type of Last Inspection:	April 28, 2009 Annual	Certified Max Gross Wt.:	2000 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	4407 Hrs as of last inspection	Engine Manufacturer:	LYCOMING
ELT:	C91A installed, not activated	Engine Model/Series:	O-320 SERIES
Registered Owner:	DONHAUSER ROBERT	Rated Power:	180 Horsepower
Operator:	DONHAUSER ROBERT	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:	Clear	Visibility	50 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	15 knots / 40 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	-11°C
Precipitation and Obscuration:			
Departure Point:	Stoney River, AK	Type of Flight Plan Filed:	None
Destination:	Georgetown, AK	Type of Clearance:	None
Departure Time:	15:30 Local	Type of Airspace:	

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Minor	Latitude, Longitude:	62.833332,-158

Administrative Information

Investigator In Charge (IIC):	Lewis, Lawrence
Additional Participating Persons:	William Bohman; FAA FSDO-03; Anchorage, AK
Original Publish Date:	July 1, 2010
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=75493

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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](#).