



# Aviation Investigation Final Report

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<b>Location:</b>	Anchorage, Alaska	<b>Accident Number:</b>	GAA19CA114
<b>Date &amp; Time:</b>	January 27, 2019, 11:22 Local	<b>Registration:</b>	N6716B
<b>Aircraft:</b>	Piper PA22	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Loss of control on ground	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Instructional		

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## Analysis

The student pilot reported that, on her first solo flight and during a second touch-and-go landing, shortly after touchdown, the airplane "started sliding" right. She added that she overcorrected with "excessive" left rudder. Subsequently, the airplane exited the left side of the runway, impacted a snowbank, and nosed over.

The airplane sustained substantial damage to the empennage.

The student reported that there were no preaccident mechanical failures or malfunctions with the airplane that would have precluded normal operation.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The student pilot's overcorrection with rudder during the landing and her subsequent failure to maintain directional control, which resulted in a runway excursion, impact with a snowbank, and a nose-over.

## Findings

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<b>Aircraft</b>	Directional control - Not attained/maintained
<b>Personnel issues</b>	Aircraft control - Student/instructed pilot
<b>Personnel issues</b>	Use of equip/system - Student/instructed pilot
<b>Aircraft</b>	Rudder control system - Incorrect use/operation
<b>Environmental issues</b>	Snow/ice - Contributed to outcome

## Factual Information

### History of Flight

<b>Landing</b>	Loss of control on ground (Defining event)
<b>Landing</b>	Attempted remediation/recovery
<b>Landing</b>	Runway excursion
<b>Landing</b>	Collision with terr/obj (non-CFIT)
<b>Landing</b>	Nose over/nose down

### Student pilot Information

<b>Certificate:</b>	Student	<b>Age:</b>	30,Female
<b>Airplane Rating(s):</b>	None	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Lap only
<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>	Class 1 Without waivers/limitations	<b>Last FAA Medical Exam:</b>	July 16, 2018
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	(Estimated) 23 hours (Total, all aircraft), 23 hours (Total, this make and model), 12 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

<b>Aircraft Make:</b>	Piper	<b>Registration:</b>	N6716B
<b>Model/Series:</b>	PA22 150	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	1956	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal; Utility	<b>Serial Number:</b>	22-4049
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	July 20, 2018 Annual	<b>Certified Max Gross Wt.:</b>	2000 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	1745 Hrs at time of accident	<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	O-320A
<b>Registered Owner:</b>	On file	<b>Rated Power:</b>	150 Horsepower
<b>Operator:</b>	On file	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	PAMR,138 ft msl	<b>Distance from Accident Site:</b>	0 Nautical Miles
<b>Observation Time:</b>	10:53 Local	<b>Direction from Accident Site:</b>	279°
<b>Lowest Cloud Condition:</b>		<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	Broken / 20000 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	/	<b>Turbulence Type Forecast/Actual:</b>	None / None
<b>Wind Direction:</b>		<b>Turbulence Severity Forecast/Actual:</b>	N/A / N/A
<b>Altimeter Setting:</b>	30.37 inches Hg	<b>Temperature/Dew Point:</b>	-5°C / -7°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Anchorage, AK (MRI)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Anchorage, AK (MRI)	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>		<b>Type of Airspace:</b>	Class D

## Airport Information

<b>Airport:</b>	MERRILL FIELD MRI	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	137 ft msl	<b>Runway Surface Condition:</b>	Ice;Slush covered;Snow;Wet
<b>Runway Used:</b>	25	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	4000 ft / 100 ft	<b>VFR Approach/Landing:</b>	Touch and go;Traffic pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<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 None	<b>Latitude, Longitude:</b>	61.215831,-149.84027(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Swenson, Eric
<b>Additional Participating Persons:</b>	Dale Hanson; FAA; Anchorage, AK
<b>Original Publish Date:</b>	September 26, 2019
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	This accident report documents the factual circumstances of this accident as described to the NTSB.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=98918">https://data.nts.gov/Docket?ProjectID=98918</a>

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