



# National Transportation Safety Board Aviation Accident Final Report

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|--------------------------------|--------------------------------------|-------------------------|-------------|
| <b>Location:</b>               | NIKISKI, AK                          | <b>Accident Number:</b> | ANC95LA123  |
| <b>Date &amp; Time:</b>        | 08/01/1995, 1600 AKD                 | <b>Registration:</b>    | N7597D      |
| <b>Aircraft:</b>               | PIPER PA-22-150                      | <b>Aircraft Damage:</b> | Substantial |
| <b>Defining Event:</b>         |                                      | <b>Injuries:</b>        | 4 None      |
| <b>Flight Conducted Under:</b> | Part 91: General Aviation - Personal |                         |             |

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## Analysis

THE CERTIFICATED PRIVATE PILOT AND THREE PASSENGERS LANDED AT A REMOTE AREA TO FISH. THE PILOT HAD LANDED AT THE ACCIDENT SITE ON PREVIOUS OCCASIONS. THE LANDING AREA WAS SOFT AND MUDDY WITH HIGH GRASS. A LIGHT RAIN WAS FALLING IN THE AREA. THE PILOT INDICATED THAT DURING THE TAKEOFF ROLL FOR THE RETURN FLIGHT, THE AIRPLANE ACCELERATED TO 60 MPH, BUT LIFTOFF WAS IMPEDED BY HIGH GRASS. THE PILOT ABORTED THE TAKEOFF, AND THE AIRPLANE TRAVELED BEYOND THE TAKEOFF AREA. THE NOSE GEAR THEN FAILED, AND THE AIRPLANE NOSED OVER.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S SELECTION OF UNSUITABLE TERRAIN, AND HIS DELAY IN ABORTING THE TAKEOFF. THE SOFT TERRAIN AND HIGH GRASS WERE RELATED FACTORS.

## Findings

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Occurrence #1: OVERRUN

Phase of Operation: TAKEOFF - ABORTED

### Findings

1. (C) UNSUITABLE TERRAIN OR TAKEOFF/LANDING/TAXI AREA - SELECTED - PILOT IN COMMAND
2. (F) TERRAIN CONDITION - SOFT
3. (F) TERRAIN CONDITION - HIGH VEGETATION
4. (C) ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND

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Occurrence #2: GEAR COLLAPSED

Phase of Operation: TAKEOFF - ABORTED

### Findings

5. LANDING GEAR, NOSE GEAR - OVERLOAD

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Occurrence #3: NOSE OVER

Phase of Operation: TAKEOFF - ABORTED

## Factual Information

On August 1, 1995, about 1600 Alaska daylight time, a wheel equipped Piper PA-22-150, N7597D, crashed during takeoff from a remote area at the mouth of the Kustatan River, about 18 miles west of Nikiski, Alaska. The airplane was being operated as a visual flight rules (VFR) cross-country personal flight to Anchorage, Alaska, when the accident occurred. The airplane, operated by the pilot, received substantial damage. The certificated private pilot and 3 passengers were not injured. Visual meteorological conditions prevailed.

The pilot reported that he landed earlier in the day in soft, muddy terrain to fish in the nearby Kustatan River. He had landed in the area on previous occasions. The pilot indicated that during the takeoff run, the airplane accelerated to 60 MPH but the liftoff was impeded by high grass. The pilot aborted the takeoff and the airplane traveled beyond the intended takeoff area. The nose gear then failed and the airplane nosed over. The airplane received damage to the nose gear and empennage. The pilot reported that light rain was falling in the area of the accident.

## Pilot Information

|                                  |   |  |            |
|----------------------------------|---|--|------------|
| <b>Certificate:</b>              | Private   | <b>Age:</b>                              | 35, Male   |
| <b>Airplane Rating(s):</b>       | Single-engine Land  | <b>Seat Occupied:</b>                    | Left       |
| <b>Other Aircraft Rating(s):</b> | None  | <b>Restraint Used:</b>                   | Seatbelt   |
| <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 3 Valid Medical--no waivers/lim.                                  | <b>Last FAA Medical Exam:</b>            | 04/18/1994 |
| <b>Occupational Pilot:</b>       |   | <b>Last Flight Review or Equivalent:</b> |            |
| <b>Flight Time:</b>              | 557 hours (Total, all aircraft), 549 hours (Total, this make and model) |  |            |

## Aircraft and Owner/Operator Information

|                               |  |                                |                 |
|-------------------------------|--|--------------------------------|-----------------|
| Aircraft Make:                | PIPER  | Registration:                  | N7597D          |
| Model/Series:                 | PA-22-150 PA-22-150                              | Aircraft Category:             | Airplane        |
| Year of Manufacture:          |  | Amateur Built:                 | No              |
| Airworthiness Certificate:    | Normal   | Serial Number:                 | 22-5298         |
| Landing Gear Type:            | Tricycle   | Seats:                         | 4               |
| Date/Type of Last Inspection: | 06/09/1995, Annual                               | Certified Max Gross Wt.:       | 2000 lbs        |
| Time Since Last Inspection:   | 10 Hours   | Engines:                       | 1 Reciprocating |
| Airframe Total Time:          | 2800 Hours                                       | Engine Manufacturer:           | LYCOMING        |
| ELT:                          | Installed, activated, aided in locating accident | Engine Model/Series:           | O-320-B         |
| Registered Owner:             | JERRY P. HERRING                                 | Rated Power:                   | 150 hp          |
| Operator:                     | JERRY P. HERRING                                 | Operating Certificate(s) Held: | None            |

## Meteorological Information and Flight Plan

|                                  |                      |                                      |                  |
|----------------------------------|----------------------|--------------------------------------|------------------|
| Conditions at Accident Site:     | Visual Conditions    | Condition of Light:                  | Day              |
| Observation Facility, Elevation: | , 0 ft msl           | Distance from Accident Site:         | 0 Nautical Miles |
| Observation Time:                | 0000                 | Direction from Accident Site:        | 0°               |
| Lowest Cloud Condition:          | Unknown / 0 ft agl   | Visibility                           | 10 Miles         |
| Lowest Ceiling:                  | Broken / 4500 ft agl | Visibility (RVR):                    | 0 ft             |
| Wind Speed/Gusts:                | 10 knots / 12 knots  | Turbulence Type Forecast/Actual:     | /                |
| Wind Direction:                  | 300°                 | Turbulence Severity Forecast/Actual: | /                |
| Altimeter Setting:               | 29 inches Hg         | Temperature/Dew Point:               | 13° C            |
| Precipitation and Obscuration:   |                      |                                      |                  |
| Departure Point:                 |                      | Type of Flight Plan Filed:           | None             |
| Destination:                     | ANCHORAGE, AK (MRI)  | Type of Clearance:                   | None             |
| Departure Time:                  | 1600 ADT             | Type of Airspace:                    | Class G          |

## Wreckage and Impact Information

|                     |        |                      |             |
|---------------------|--------|----------------------|-------------|
| Crew Injuries:      | 1 None | Aircraft Damage:     | Substantial |
| Passenger Injuries: | 3 None | Aircraft Fire:       | None        |
| Ground Injuries:    | N/A    | Aircraft Explosion:  | None        |
| Total Injuries:     | 4 None | Latitude, Longitude: |             |

## Administrative Information

**Investigator In Charge (IIC):** SCOTT R ERICKSON **Report Date:** 02/14/1996

**Additional Participating Persons:** ALLEN LEE; ANCHORAGE, AK

**Publish Date:**

**Investigation Docket:** NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at [pubinq@ntsb.gov](mailto:pubinq@ntsb.gov), or at 800-877-6799. Dockets released after this date are available at <http://dms.nts.gov/pubdms/>.

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