



National Transportation Safety Board Aviation Accident Final Report

Location:	PORT ASHTON, AK	Accident Number:	ANC97LA003
Date & Time:	10/02/1996, 1830 AKD	Registration:	N2821P
Aircraft:	Piper PA-22	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The pilot reported he was attempting to take off from an off-airport site on a remote island. The takeoff area was surrounded by trees and brush, and the pilot said there was a right, quartering headwind from the northwest which he estimated as 10 to 15 knots, with higher gusts. Shortly after lift-off, the pilot said he lost control of the airplane and collided with adjoining brush. He said he was unaware if the wind suddenly quit, or if he was blown into the brush by a wind gust.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's inadequate compensation for the gusty crosswind conditions. Factors associated with the accident were the crosswind and wind gusts.

Findings

Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (F) WEATHER CONDITION - CROSSWIND
2. (F) WEATHER CONDITION - GUSTS

Occurrence #2: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

3. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Findings

4. TERRAIN CONDITION - HIGH VEGETATION

Factual Information

On October 2, 1996, about 1830 Alaska daylight time, a wheel equipped Piper PA-22 airplane, N2821P, sustained substantial damage when it collided with terrain during takeoff from an off airport site near Hanning Bay, Montague Island, which is located approximately 22 miles southeast of Port Ashton, Alaska. The commercial certificated pilot and the one passenger aboard were not injured. The 14 CFR Part 91 flight operated in visual meteorological conditions without a flight plan.

During a telephone conversation with the NTSB investigator-in-charge on October 6, 1996, the pilot related that he and a hunting companion were attempting to takeoff to the west from an off airport site to return to Anchorage. The pilot described the takeoff area as a "bush strip...rocky gravel with tundra over...narrow with alders and spruce on both sides and at end." The takeoff area was approximately 1400 feet long and 25 feet wide. He said that shortly after liftoff, he lost control of the airplane and crashed. The pilot said the prevailing wind was a right-quartering headwind, which he estimated as 10 to 15 knots, with higher gusts. He reported that he is unsure if the wind suddenly quit, or if he encountered a wind gust, but said he apparently got away from the runway's center, and collided with adjoining brush.

Pilot Information

Certificate:	Commercial	Age:	55, Male
Airplane Rating(s):	Single-engine Land; Single-engine Sea	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Expired	Last FAA Medical Exam:	08/05/1994
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	1920 hours (Total, all aircraft), 1860 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N2821P
Model/Series:	PA-22 PA-22	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	22-3114
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	06/15/1996, Annual	Certified Max Gross Wt.:	2000 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	O-320
Registered Owner:	WINTHROP R. DELANCEY	Rated Power:	150 hp
Operator:	WINTHROP R. DELANCEY	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Dusk
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Scattered / 5000 ft agl	Visibility	50 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	12 knots / 20 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	315°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	11° C
Precipitation and Obscuration:			
Departure Point:	ANCHORAGE, AK (MRI)	Type of Flight Plan Filed:	None
Destination:	, AK (MRI)	Type of Clearance:	None
Departure Time:	0000	Type of Airspace:	Class G

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:	

Administrative Information

Investigator In Charge (IIC): JAMES D LABELLE **Report Date:** 08/25/1997

Additional Participating Persons: JOHN HALLINAN; 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, or at 800-877-6799. Dockets released after this date are available at <http://dms.nts.gov/pubdms/>.

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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).