



# National Transportation Safety Board Aviation Accident Final Report

---

<b>Location:</b>	HEALY, AK	<b>Accident Number:</b>	ANC97LA081
<b>Date &amp; Time:</b>	06/01/1997, 1825 AKD	<b>Registration:</b>	N3602A
<b>Aircraft:</b>	Piper PA-22	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 Minor
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

---

## Analysis

The pilot was departing in a tailwheel equipped airplane from a runway that was located along and above a small creek. A right crosswind of about 8 knots was prevailing at the airport. During the takeoff roll, the right wing began to rise. Full right aileron control did not prevent the right wing from continuing to rise. The airplane departed off the left edge of the runway and became airborne. It then stalled and descended about 75 ft to the ground in a near nose level attitude. The airplane received damage to the left wing, fuselage, and landing gear.

## 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 wind conditions, and failure to maintain directional control of the airplane and runway alignment. Factors relating to the accident were: the crosswind, and the proximity of a creek (ravine) to the runway.

## Findings

---

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER

Phase of Operation: TAKEOFF - ROLL/RUN

### Findings

1. (F) WEATHER CONDITION - CROSSWIND
2. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
3. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. (C) PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND

-----

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: OTHER

### Findings

5. (F) TERRAIN CONDITION - RAVINE

## Factual Information

On June 1, 1997, about 1825 Alaska daylight time, a wheel equipped Piper PA-22, N3602A, crashed during takeoff at the Healy River Airport, Healy, Alaska. The airplane was being operated as a visual flight rules (VFR) cross-country personal flight when the accident occurred. The airplane, registered to and operated by the pilot, sustained substantial damage. The certificated private pilot, the sole occupant, received minor injuries. Visual meteorological conditions prevailed.

A Federal Aviation Administration (FAA) inspector, Fairbanks Flight Standards District Office (FSDO), reported the airplane was departing runway 15. Skid marks on the runway indicated the airplane departed the left side of the runway, down an embankment. The airplane came to rest about 75 feet below the level of the runway.

On June 3, 1997, at 1345, in a telephone conversation with the National Transportation Safety Board (NTSB) investigator-in-charge (IIC), the pilot reported he started the takeoff with a right quartering headwind of about 5 knots. He noticed a dark cloud about 1 mile to the west of the airport. During the takeoff roll, the right wing began to rise. Full right aileron control could not prevent the right wing from continuing to rise. The airplane was pushed to the left, off the edge of the runway. The airplane then stalled, and descended to the ground in a near nose level attitude. The airplane received damage to the left wing, fuselage, and landing gear.

The closest official weather observation station is Healy, Alaska. On June 1, 1997, at 1825, an Aviation Routine Weather Report (METAR) was reporting in part: Wind, 244 degrees (magnetic) at 8 knots; visibility, 10 statute miles in light rain showers; clouds, 4,000 feet broken, 10,000 feet overcast; temperature, 44 degrees F; dew point, 37 degrees F; altimeter, 29.55 inHg.

The NTSB pilot/operator report (NTSB form 6120.1/2) was not returned by the pilot.

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	29, 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--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	05/28/1997
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	215 hours (Total, all aircraft)		

## Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N3602A
Model/Series:	PA-22 PA-22	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	22-1862
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	1850 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Lycoming
ELT:	Installed	Engine Model/Series:	O-290-D2
Registered Owner:	BRENT A. HOWELL	Rated Power:	135 hp
Operator:	BRENT A. HOWELL	Operating Certificate(s) Held:	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	HVI, 1294 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	1825 ADT	Direction from Accident Site:	0°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	10 Miles
Lowest Ceiling:	Broken / 4000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	244°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	7°C / 3°C
Precipitation and Obscuration:			
Departure Point:	(HVI)	Type of Flight Plan Filed:	None
Destination:	ANCHORAGE, AK (MRI)	Type of Clearance:	None
Departure Time:	1825 ADT	Type of Airspace:	Class G

## Airport Information

Airport:	HEALY RIVER (HRR)	Runway Surface Type:	Asphalt
Airport Elevation:	1294 ft	Runway Surface Condition:	Dry
Runway Used:	15	IFR Approach:	None
Runway Length/Width:	2920 ft / 60 ft	VFR Approach/Landing:	None

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Minor	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	N/A	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 Minor	<b>Latitude, Longitude:</b>	

## Administrative Information

<b>Investigator In Charge (IIC):</b>	SCOTT R ERICKSON	<b>Report Date:</b>	05/29/1998
<b>Additional Participating Persons:</b>	DAVE SMITH; FAIRBANKS, AK		
<b>Publish Date:</b>			
<b>Investigation Docket:</b>	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 <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.ntsbt.gov/pubdms/">http://dms.ntsbt.gov/pubdms/</a> .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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](#).