



National Transportation Safety Board Aviation Accident Final Report

Location:	ALEXANDER CREEK, AK	Accident Number:	ANC92LA084
Date & Time:	06/01/1992, 1000 AKD	Registration:	N7475K
Aircraft:	PIPER PA-20	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

THE PILOT WAS LANDING ON A SAND BAR IN CROSSWIND WEATHER CONDITIONS WHEN THE ACFT BOUNCED ON TOUCHDOWN, WEATHER VANED INTO THE WIND AND THE LEFT MAIN LANDING GEAR IMPACTED SOFT SAND. THE LEFT WHEEL DUG INTO THE SAND, THE ACFT GROUND LOOPED, AND THE LEFT LANDING GEAR STRUT COLLAPSED.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S FAILURE TO MAINTAIN DIRECTIONAL CONTROL DURING LANDING FLARE/TOUCHDOWN. A FACTOR RELATING TO THE ACCIDENT WAS THE CROSSWIND WEATHER CONDITION.

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: LANDING - ROLL

Findings

1. (F) WEATHER CONDITION - CROSSWIND
2. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Occurrence #3: MAIN GEAR COLLAPSED
Phase of Operation: LANDING - ROLL

Factual Information

Pilot Information

Certificate:	Private	Age:	40, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	05/07/1992
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	316 hours (Total, all aircraft), 316 hours (Total, this make and model), 270 hours (Pilot In Command, all aircraft), 14 hours (Last 90 days, all aircraft), 9 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N7475K
Model/Series:	PA-20 PA-20	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	20-389
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	09/19/1991, Annual	Certified Max Gross Wt.:	1950 lbs
Time Since Last Inspection:	50 Hours	Engines:	1 Reciprocating
Airframe Total Time:	2700 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-320
Registered Owner:	SATTERLEE, STEPHEN R.	Rated Power:	150 hp
Operator:	SATTERLEE, STEPHEN R.	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:	Scattered / 5000 ft agl	Visibility	60 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	15 knots / 25 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	90°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	18° C / 4° C
Precipitation and Obscuration:			
Departure Point:	ANCHORAGE, AK (LHD)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	0930 ADT	Type of Airspace:	Class G

Airport Information

Airport:	NONE (NONE)	Runway Surface Type:	Dirt
Airport Elevation:	200 ft	Runway Surface Condition:	Soft
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Traffic Pattern

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):	Roy C Daw	Report Date:	05/26/1993
Additional Participating Persons:			
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/ .		

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](#).