



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	ALEXANDER CREEK, AK	<b>Accident Number:</b>	ANC92LA084
<b>Date &amp; Time:</b>	06/01/1992, 1000 AKD	<b>Registration:</b>	N7475K
<b>Aircraft:</b>	PIPER PA-20	<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	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

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

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

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

## Pilot Information

Certificate:	Private	Age:	40
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
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	Engines:	1 Reciprocating
Operator:	SATTERLEE, STEPHEN R.	Engine Manufacturer:	LYCOMING
Operating Certificate(s) Held:	None	Engine Model/Series:	O-320
Flight Conducted Under:	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Weather Information Source:	Pilot
Lowest Ceiling:	None / 0 ft agl	Wind Speed/Gusts, Direction:	15 knots / 25 knots, 90°
Temperature:	18°C	Visibility	60 Miles
Precipitation and Obscuration:			
Departure Point:	ANCHORAGE, AK (LHD)	Destination:	

## Airport Information

Airport:	NONE (NONE)	Runway Surface Type:	Dirt
Runway Used:	0	Runway Surface Condition:	Soft
Runway Length/Width:			

## 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
Latitude, Longitude:			

## Administrative Information

Investigator In Charge (IIC): Roy C Daw

Adopted Date: 05/26/1993

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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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.