



Aviation Investigation Factual Report

Location:	KASIGLUK, Alaska	Accident Number:	ANC91LA040
Date & Time:	March 28, 1991, 09:58 Local	Registration:	N76RL
Aircraft:	PIPER PA-32-300	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 135: Air taxi & commuter - Non-scheduled		

Factual Information

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	27, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane single-engine	Toxicology Performed:	No
Medical Certification:	Class 1 Unknown	Last FAA Medical Exam:	January 31, 1991
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	1802 hours (Total, all aircraft), 82 hours (Total, this make and model), 1733 hours (Pilot In Command, all aircraft), 119 hours (Last 90 days, all aircraft), 62 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N76RL
Model/Series:	PA-32-300 PA-32-300	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	327540024
Landing Gear Type:	Tricycle	Seats:	6
Date/Type of Last Inspection:	March 20, 1991 Annual	Certified Max Gross Wt.:	3600 lbs
Time Since Last Inspection:	6 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	4734 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	IO-540-KIA5
Registered Owner:	CAMAI AIR	Rated Power:	300 Horsepower
Operator:	CAMAI AIR	Operating Certificate(s) Held:	On-demand air taxi (135)
Operator Does Business As:	CAMAI AIR	Operator Designator Code:	3C

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Unknown / 1000 ft AGL	Visibility	3 miles
Lowest Ceiling:	1000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	360°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	-2°C / -8°C
Precipitation and Obscuration:	N/A - None - Fog		
Departure Point:	BETHEL (BET)	Type of Flight Plan Filed:	Company VFR
Destination:		Type of Clearance:	None
Departure Time:	09:38 Local	Type of Airspace:	Class G

Airport Information

Airport:	KASIGLUK KVG	Runway Surface Type:	Snow
Airport Elevation:	40 ft msl	Runway Surface Condition:	Snow
Runway Used:	35	IFR Approach:	None
Runway Length/Width:	2200 ft / 80 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	60.81002,-161.849868(est)

Administrative Information

Investigator In Charge (IIC):	Michelangelo, James
Additional Participating Persons:	FSDO-03; ANCHORAGE , AK
Report Date:	February 6, 1995
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=5529

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The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).