



# Aviation Investigation Final Report

<b>Location:</b>	TOK, Alaska	<b>Accident Number:</b>	ANC95LA022
<b>Date &amp; Time:</b>	December 26, 1994, 11:30 Local	<b>Registration:</b>	N89870
<b>Aircraft:</b>	CESSNA 140	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

THE AIRPLANE WAS OBSERVED BY A GROUND OBSERVER FLYING IN AND OUT OF CLOUDS. THE GROUND OBSERVER LAST SAW THE AIRPLANE TURNING TOWARD THE TOK AIRPORT WITH A 'HIGH ANGLE OF BANK AND SINKING TOWARD THE GROUND.' THE AIRPLANE NOSED OVER INTO A SNOW BANK ON THE AIRPORT. EXAMINATION OF THE AIRPLANE REVEALED 1/8 INCH OF RIME ICE COVERING ALL THE LEADING EDGES. THE AIRPLANE WEIGHED AN ESTIMATED 156 POUNDS OVER THE CERTIFICATED MAXIMUM GROSS WEIGHT.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S ATTEMPT TO FLY INTO KNOWN ADVERSE WEATHER. A FACTOR RELATED TO THE ACCIDENT WAS THE ICING CONDITIONS.

## Findings

Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: LANDING

### Findings

1. (F) WEATHER CONDITION - ICING CONDITIONS
2. (C) FLIGHT INTO KNOWN ADVERSE WEATHER - ATTEMPTED - PILOT IN COMMAND

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Occurrence #2: NOSE OVER  
Phase of Operation: LANDING - ROLL

## Factual Information

On December 26, 1994, at 1130 Alaska standard time, a wheel equipped Cessna 140 airplane, N89870, registered to William N. Sigler of Little Campbell Creek, Alaska, and operated by the pilot, crashed during landing at Tok, Alaska. The personal flight, operating under 14 CFR Part 91, last departed Tok and was flying toward the Canadian Border. The airplane returned to Tok due to weather. No flight plan was filed and visual meteorological conditions prevailed. The commercial certificated pilot and the passenger were not injured and the airplane was substantially damaged.

According to Ron Sakalaskas, who was driving on the highway toward Tok, he saw the airplane flying low and enter the clouds. Mr. Sakalaskas turned his vehicle around and followed the airplane. He saw the airplane fly in and out of clouds numerous times. He last saw the airplane "turning with a high angle of bank and sinking." When Mr. Sakalaskas arrived at the Tok Airport he saw the airplane upside in a snow bank.

FAA Inspector Cliff Smart visited the accident site the next morning and found all the leading edge surfaces of the airplane covered with approximately 1/8 inch of rime ice. Mr. Smart also examined the cargo that was unloaded by Mr. Sakalaskas. The airplane contained the following:

Full fuel	150 pounds	fuel can	66 pounds	pilot	140 pounds
passenger	180 pounds	2 sleeping bags	10 pounds	heavy bag of food	
10 pounds	2 backpacks est 25 ea	50 pounds	subtotal	=	606 pounds

estimated airplane empty weight = 1000 pounds total gross weight = 1606 pounds

Certificated maximum gross weight = 1450 pounds

These calculations show the airplane's gross weight to be 156 pounds over the certificated maximum gross weight.

The Pilot stated he received a weather briefing which indicated the presence of low fog and stratus in the area. He stated that the visibility below the clouds was good.

According to Airman Records, FAA, Oklahoma City, the Pilot showed 500 hours of total flight time on his last application for a medical certificate.

## Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	22, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	Airplane single-engine	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical-w/ waivers/lim	<b>Last FAA Medical Exam:</b>	August 2, 1994
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	500 hours (Total, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N89870
<b>Model/Series:</b>	140 140	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	8915
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	Unknown	<b>Certified Max Gross Wt.:</b>	1500 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>		<b>Engine Model/Series:</b>	C-85-12
<b>Registered Owner:</b>	WILLIAM N. SIGLER	<b>Rated Power:</b>	85 Horsepower
<b>Operator:</b>	HIRSCHLER, ANDRE	<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>		<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>		<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Unknown	<b>Visibility</b>	5 miles
<b>Lowest Ceiling:</b>	Overcast / 1000 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	/	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	0°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>		<b>Temperature/Dew Point:</b>	-1°C
<b>Precipitation and Obscuration:</b>	Light - Showers - Snow		
<b>Departure Point:</b>		<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	00:00 Local	<b>Type of Airspace:</b>	Airport advisory area;Class E

## Airport Information

<b>Airport:</b>	TOK TKJ	<b>Runway Surface Type:</b>	Snow
<b>Airport Elevation:</b>	1630 ft msl	<b>Runway Surface Condition:</b>	Ice;Snow
<b>Runway Used:</b>	25	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	2500 ft / 100 ft	<b>VFR Approach/Landing:</b>	Full stop

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 None	<b>Latitude, Longitude:</b>	63.180873,-143.100402(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Kobelnyk, George
<b>Additional Participating Persons:</b>	CLIFF SMART; FARIBANKS , AK
<b>Original Publish Date:</b>	August 23, 1995
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=2619">https://data.nts.gov/Docket?ProjectID=2619</a>

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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](#).