



Aviation Investigation Final Report

Location:	KOLIGANEK, Alaska	Accident Number:	ANC95LA045
Date & Time:	April 15, 1995, 12:00 Local	Registration:	N7483K
Aircraft:	PIPER PA-20-125	Aircraft Damage:	Substantial
Defining Event:		Injuries:	3 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE STUDENT PILOT REPORTED HE WAS LANDING HIS TAIL WHEEL AIRPLANE TO THE NORTHEAST WITH A PREVAILING 30-35 KNOT EASTERLY CROSSWIND. HE SAID THAT DURING THE LANDING ROLL, THE WIND LIFTED THE RIGHT WING, WHICH CAUSED THE LEFT WING TO CONTACT THE GROUND. HE SAID HE WAS UNABLE TO MAINTAIN DIRECTIONAL CONTROL, AND THE AIRPLANE SUBSEQUENTLY NOSED OVER. THE STUDENT PILOT REPORTED HE HAD TWO PASSENGERS ABOARD, AND HAD ACCRUED AN ESTIMATED 4,500 HOURS OF TOTAL FLIGHT EXPERIENCE.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE STUDENT PILOT'S INADEQUATE COMPENSATION FOR THE WIND CONDITIONS. A FACTOR IN THE ACCIDENT IS A CROSSWIND.

Findings

Occurrence #1: DRAGGED WING, ROTOR, POD, FLOAT OR TAIL/SKID
Phase of Operation: LANDING - ROLL

Findings

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

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

Factual Information

On April 15, 1995, about 1200 Alaska daylight time, a Piper PA-20-125 airplane, N7483K, sustained substantial damage while landing at Koliganek Airport, Koliganek, Alaska. The student pilot and two passengers aboard were not injured. The personal flight operated in visual meteorological conditions without a flight plan. The flight departed Levelock, Alaska, on April 15, time unknown.

The pilot has not completed NTSB Form 6120.1/2, Pilot/Operator Aircraft Accident Report. He did speak to the NTSB investigator- in-charge via telephone on August 21, 1995. During that conversation, he reported he was landing to the northeast with an estimated surface wind of 30 to 35 knots velocity from the east. He said that the airplane's right wing was lifted by the wind during the landing roll, and that he was unable to maintain directional control. The airplane's left wing subsequently struck the ground, and the airplane nosed over.

The pilot said he had accrued approximately 4,500 total flight hours as a student pilot, with approximately 300 hours in the PA- 20.

Pilot Information

Certificate:	Student	Age:	28, Male
Airplane Rating(s):	None	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Unknown	Last FAA Medical Exam:	December 23, 1993
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	4500 hours (Total, all aircraft), 300 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N7483K
Model/Series:	PA-20-125 PA-20-125	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	397
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	1800 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:		Engine Model/Series:	O-290D
Registered Owner:	EDWARD D. PETERSON	Rated Power:	125 Horsepower
Operator:	TROY D. PETERSON	Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

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	Visibility	20 miles
Lowest Ceiling:	Overcast / 2000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	35 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	90°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	3°C
Precipitation and Obscuration:	Light - None - Drizzle		
Departure Point:	LEVELOCK , AK (KLL)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	00:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	KOLIGANEK	Runway Surface Type:	Gravel
Airport Elevation:	240 ft msl	Runway Surface Condition:	Rough;Soft;Wet
Runway Used:	4	IFR Approach:	None
Runway Length/Width:	1500 ft	VFR Approach/Landing:	Stop and go;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	2 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 None	Latitude, Longitude:	58.820934,-157.859558(est)

Administrative Information

Investigator In Charge (IIC):	La belle, James
Additional Participating Persons:	RICKY SUSEE; ANCHORAGE , AK
Original Publish Date:	October 13, 1995
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=2641

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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](#).