



Aviation Investigation Final Report

Location:	KOLIGANEK, Alaska	Accident Number:	ANC95LA060
Date & Time:	May 28, 1995, 18:30 Local	Registration:	N8021D
Aircraft:	PIPER PA-22	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT STATED HIS APPROACH AND LANDING SPEED WAS TOO FAST AND THE AIRPLANE BOUNCED UPON TOUCHDOWN. WHEN IT TOUCHED DOWN A SECOND TIME THE LEFT MAIN GEAR STRUCK A SMALL PILE OF SAND AND STICKS. TO REGAIN DIRECTIONAL CONTROL THE PILOT ADDED FULL POWER. HE STATED HE HAD INSUFFICIENT ROOM IN WHICH TO STOP THE AIRPLANE SO HE ATTEMPTED TO ACCELERATE AND CLIMB OUT. THE AIRPLANE'S MAIN GEAR STRUCK SOME BRUSH LOCATED 75 FEET PAST THE DEPARTURE END OF THE LANDING/TAKEOFF AREA. THE AIRPLANE NOSED OVER INTO THE MULCHATNA RIVER.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S FAILURE TO ATTAIN THE PROPER APPROACH AND LANDING SPEED, NOT MAINTAINING DIRECTIONAL CONTROL, AND HIS INADEQUATE REMEDIAL ACTION(S). A FACTOR IN THE ACCIDENT WAS THE LOOSE OBJECTS IN THE LANDING AREA.

Findings

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

Findings

1. (C) AIRSPEED(VREF) - NOT ATTAINED - PILOT IN COMMAND

- 2. (F) TERRAIN CONDITION - LOOSE OBJECTS
- 3. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: LANDING - ABORTED

Findings

- 4. TERRAIN CONDITION - HIGH VEGETATION
- 5. (C) REMEDIAL ACTION - INADEQUATE - PILOT IN COMMAND

Occurrence #3: NOSE OVER
Phase of Operation: LANDING - ABORTED

Factual Information

On May 28, 1995, at 1830 Alaska daylight time, a wheel equipped Piper PA-22 airplane, N8021D, registered to and operated by the pilot, nosed over and crashed into the Mulchatna River, 18 miles southeast of Koliganek, Alaska. The personal flight, operating under 14 CFR Part 91, departed the accident site for a local flight. No flight plan was filed and visual meteorological conditions prevailed. The airplane was substantially damaged and the pilot, the sole occupant, was not injured.

According to the pilot, he departed the sandbar to burn off fuel. Upon returning for landing, the approach and landing airspeed was "too hot." The airplane bounced and when it touched down the second time the left main landing gear struck a small pile of sand and sticks. The pilot stated he lost directional control and he added full power. He regained control of the airplane but was too fast to stop in the remaining landing area. He attempted to accelerate and climb out but was unable to clear the brush located past the departure end of the landing area. The main gear hit the brush and the airplane nosed over into the Mulchatna River.

The pilot stated, the takeoff area on the sandbar was 650 feet long and 50 feet wide. The brush that the airplane struck was 75 feet beyond the end of the takeoff area.

Pilot Information

Certificate:	Private	Age:	32, Male
Airplane Rating(s):	Single-engine land	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 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	August 24, 1993
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	220 hours (Total, all aircraft), 80 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N8021D
Model/Series:	PA-22 PA-22	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	22-5546
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	August 15, 1994 Annual	Certified Max Gross Wt.:	2000 lbs
Time Since Last Inspection:	80 Hrs	Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-320
Registered Owner:	KENNERSON, ROLAND S.	Rated Power:	150 Horsepower
Operator:		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:	Broken / 2500 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	5 knots / 7 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	180°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	10°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	00:00 Local	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		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:	58.819385,-157.860595(est)

Administrative Information

Investigator In Charge (IIC):	Kobelnyk, George
Additional Participating Persons:	JOHN HALLINAN; ANCHORAGE , AK
Original Publish Date:	November 30, 1995
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=2653

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).