



# Aviation Investigation Final Report

<b>Location:</b>	COOPER LANDING, Alaska	<b>Accident Number:</b>	ANC96LA028
<b>Date &amp; Time:</b>	March 2, 1996, 13:00 Local	<b>Registration:</b>	N6058D
<b>Aircraft:</b>	PIPER PA-22	<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 pilot landed on a remote, ice covered lake in a tundra tire equipped airplane. The lake was covered by hard packed snow. During the landing roll out, a tire broke through a soft spot on the snow surface. The airplane nosed over and received damage to the wing lift struts and rudder.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's selection of unsuitable terrain for landing. Soft snow conditions were a factor in the accident.

## Findings

Occurrence #1: NOSE OVER  
Phase of Operation: LANDING - ROLL

### Findings

1. (F) TERRAIN CONDITION - SNOW COVERED
2. (F) TERRAIN CONDITION - SOFT
3. (C) UNSUITABLE TERRAIN OR TAKEOFF/LANDING/TAXI AREA - SELECTED - PILOT IN COMMAND

## Factual Information

On March 2, 1996, about 1300 Alaska standard time, a tundra tire equipped Piper PA-22, N6058D, crashed during landing about 19 miles south of Cooper Landing, Alaska. The airplane was being operated as a visual flight rules (VFR) cross-country personal flight when the accident occurred. The airplane, registered to and operated by the pilot, sustained substantial damage. The certificated airline transport pilot and the sole passenger were not injured. Visual meteorological conditions prevailed. The flight originated at Merrill Field, Anchorage, Alaska, about 1130.

The pilot reported that he was landing on Iceberg Lake that was covered by hard packed snow. After landing to the east, the airplane was rolling out and encountered a soft spot on the snow surface. The airplane nosed over and received damage to the wing lift struts and rudder. The pilot and passenger were rescued from the scene on March 3, 1996, about 0200.

### Pilot Information

<b>Certificate:</b>	Airline transport; Flight instructor	<b>Age:</b>	39, Male
<b>Airplane Rating(s):</b>	Single-engine land; Single-engine sea; 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 multi-engine; Airplane single-engine; Instrument airplane	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	June 22, 1995
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	1676 hours (Total, all aircraft), 243 hours (Total, this make and model), 1607 hours (Pilot In Command, all aircraft), 55 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	PIPER	<b>Registration:</b>	N6058D
<b>Model/Series:</b>	PA-22 PA-22	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	22-4711
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	May 15, 1995 Annual	<b>Certified Max Gross Wt.:</b>	2000 lbs
<b>Time Since Last Inspection:</b>	59 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	3226 Hrs	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed, activated, aided in locating accident	<b>Engine Model/Series:</b>	O-320
<b>Registered Owner:</b>	CHARLES R. RHODES	<b>Rated Power:</b>	150 Horsepower
<b>Operator:</b>		<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>	Clear	<b>Visibility</b>	50 miles
<b>Lowest Ceiling:</b>	None	<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>	30 inches Hg	<b>Temperature/Dew Point:</b>	-1°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	ANCHORAGE , AK (MRI )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	11:30 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>		<b>Runway Surface Type:</b>	
<b>Airport Elevation:</b>		<b>Runway Surface Condition:</b>	
<b>Runway Used:</b>	0	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>		<b>VFR Approach/Landing:</b>	Valley/terrain following

## 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>	67.239952,-161.190872(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Erickson, Scott
<b>Additional Participating Persons:</b>	FRED HANDY; ANCHORAGE , AK
<b>Original Publish Date:</b>	May 9, 1996
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=2802">https://data.ntsb.gov/Docket?ProjectID=2802</a>

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