



Aviation Investigation Final Report

Location:	KAKE, Alaska	Accident Number:	ANC97LA038
Date & Time:	March 26, 1997, 17:30 Local	Registration:	N1295K
Aircraft:	Luscombe 8A	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot became disoriented and flew past the valley where the destination airport was located. He realized he was lost and low on fuel, and elected to make a precautionary landing. As he turned the airplane in preparation for landing on an open, sandy beach, the engine lost all power. The airplane nosed over during the forced landing on a rocky beach. Postaccident inspection disclosed no fuel in the intact fuel system.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to refuel the airplane prior to fuel exhaustion. Factors associated with the accident were the pilot's lack of familiarity with the geographic area, the pilot's becoming lost/disoriented, and rocks and boulders in the emergency landing area.

Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL
Phase of Operation: MANEUVERING

Findings

1. (F) BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
2. (F) LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - PILOT IN COMMAND
3. (C) FLUID,FUEL - EXHAUSTION
4. (C) REFUELING - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2: FORCED LANDING
Phase of Operation: EMERGENCY LANDING

Occurrence #3: NOSE OVER
Phase of Operation: EMERGENCY LANDING

Findings

5. (F) TERRAIN CONDITION - ROCK(S)/BOULDER(S)

Factual Information

On March 26, 1997, about 1730 Alaska daylight time (ADT), a wheel equipped Luscombe LL-8-A airplane, N1295K, sustained substantial damage during a forced landing on a remote beach 21 miles west of Kake, Alaska. The private certificated pilot received minor injuries. The 14 CFR Part 91 cross country personal flight originated at Atlin Lake, British Columbia, at 1420 ADT, and was en route to Juneau, Alaska. A VFR flight plan was in effect, and the airplane operated in visual meteorological weather.

The pilot reported he was unfamiliar with flying in the area, became disoriented and was unsure of where Juneau was located. He realized the airplane had minimal fuel reserves remaining, and elected to make a precautionary landing on a remote and sandy beach site. During the turn to land, the engine lost all power, and a forced landing was made on a rocky beach short of the intended landing site. The airplane received substantial damage when it nosed over during the landing roll.

Postaccident inspection revealed no fuel in the fuel tank, lines, or engine. The fuel system remained intact.

Pilot Information

Certificate:	Private	Age:	44,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:	December 27, 1996
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	107 hours (Total, all aircraft), 43 hours (Total, this make and model), 70 hours (Pilot In Command, all aircraft), 43 hours (Last 90 days, all aircraft), 43 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Luscombe	Registration:	N1295K
Model/Series:	8A 8A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	4022
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	December 18, 1996 Annual	Certified Max Gross Wt.:	1260 lbs
Time Since Last Inspection:	47 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1883 Hrs	Engine Manufacturer:	Continental
ELT:	Installed, activated, aided in locating accident	Engine Model/Series:	A-65-8-F
Registered Owner:	LARRY GREGG	Rated Power:	65 Horsepower
Operator:	RAYMON ALLEN GREGG	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:	PAF ,100 ft msl	Distance from Accident Site:	21 Nautical Miles
Observation Time:	17:56 Local	Direction from Accident Site:	72°
Lowest Cloud Condition:	Unknown	Visibility	10 miles
Lowest Ceiling:	Overcast / 900 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	/ None	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	4°C / 2°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	ATLIN LAKE (CYSQ)	Type of Flight Plan Filed:	VFR
Destination:	JUNEAU (JNU)	Type of Clearance:	None
Departure Time:	14:20 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:	Forced landing

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	56.789302,-134.190292(est)

Administrative Information

Investigator In Charge (IIC): Labelle, James

Additional Participating Persons: MATTHEW L THOMAS; JUNEAU , AK

Original Publish Date: May 4, 1998

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=2973>

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