



# Aviation Investigation Final Report

|                                |                                      |                         |             |
|--------------------------------|--------------------------------------|-------------------------|-------------|
| <b>Location:</b>               | ARCTIC VILLAGE, Alaska               | <b>Accident Number:</b> | ANC98LA133  |
| <b>Date &amp; Time:</b>        | August 28, 1998, 13:00 Local         | <b>Registration:</b>    | N3100Z      |
| <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 was landing to the west on an off-airport site. He stated that after touchdown he realized he would be unable to stop the airplane before reaching the end of the landing site, and attempted to abort the landing. He said that he applied full takeoff power, and the airplane became airborne, but failed to gain sufficient altitude to clear rising terrain at the end of the site. The airplane collided with a dry creek bed, and sustained substantial damage to the wings, and fuselage. The pilot noted that wind conditions at the time of the accident were estimated to be from the southeast at 5 knots, with peak gusts to 10 knots. The pilot noted that there were no preaccident mechanical anomalies with the airplane.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's delayed action to abort the landing. Factors associated with the accident were a tail wind, and rising terrain.

## Findings

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

### Findings

1. (F) WEATHER CONDITION - TAILWIND

2. (C) ABORTED LANDING - DELAYED - PILOT IN COMMAND
3. (F) TERRAIN CONDITION - RISING

## Factual Information

On August 28, 1998, about 1300 Alaska daylight time, N3100Z, a wheel equipped Piper PA-22 airplane converted to a tailwheel configuration, sustained substantial damage during an aborted landing at an off airport landing site, about 80 miles northeast of Arctic Village, Alaska. The airplane was being operated as a visual flight rules (VFR) personal flight under Title 14, CFR Part 91, when the accident occurred. The certificated private pilot and the one passenger aboard were not injured. Visual meteorological conditions prevailed, and no flight plan was filed. The flight originated at the Chalkyitsik Airport, Chalkyitsik, Alaska, about 1115.

In his written statement to the National Transportation Safety Board, the pilot reported that he was landing to the west on the 900 feet long landing site. He stated that after touchdown he realized he would be unable to stop the airplane before reaching the end of the landing site, and attempted to abort the landing. He said that he applied full takeoff power, and the airplane became airborne, but failed to gain sufficient altitude to clear rising terrain at the end of the site. The airplane collided with a dry creek bed, and sustained substantial damage to the wings, and fuselage.

The pilot noted that wind conditions at the time of the accident were estimated to be from the southeast at 5 knots, with peak gusts to 10 knots.

The pilot noted that there were no preaccident mechanical anomalies with the airplane.

### Pilot Information

|                                  |  |  |              |
|----------------------------------|--|--|--------------|
| <b>Certificate:</b>              | Private  | <b>Age:</b>                              | 41, Male     |
| <b>Airplane Rating(s):</b>       | Single-engine land   | <b>Seat Occupied:</b>                    | Left         |
| <b>Other Aircraft Rating(s):</b> | None   | <b>Restraint Used:</b>                   |              |
| <b>Instrument Rating(s):</b>     | None   | <b>Second Pilot Present:</b>             | No           |
| <b>Instructor Rating(s):</b>     | None   | <b>Toxicology Performed:</b>             | No           |
| <b>Medical Certification:</b>    | Class 3 Valid Medical--w/<br>waivers/lim   | <b>Last FAA Medical Exam:</b>            | June 1, 1998 |
| <b>Occupational Pilot:</b>       | UNK  | <b>Last Flight Review or Equivalent:</b> |              |
| <b>Flight Time:</b>              | 278 hours (Total, all aircraft), 174 hours (Total, this make and model), 204 hours (Pilot In Command, all aircraft), 30 hours (Last 90 days, all aircraft), 29 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft) |  |              |

## Aircraft and Owner/Operator Information

|                                      |  |                                       |                 |
|--------------------------------------|--|---------------------------------------|-----------------|
| <b>Aircraft Make:</b>                | Piper  | <b>Registration:</b>                  | N3100Z          |
| <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>                 | 22-7037         |
| <b>Landing Gear Type:</b>            | Tailwheel  | <b>Seats:</b>                         | 2               |
| <b>Date/Type of Last Inspection:</b> | August 1, 1997 Annual                                  | <b>Certified Max Gross Wt.:</b>       | 2000 lbs        |
| <b>Time Since Last Inspection:</b>   | 67 Hrs   | <b>Engines:</b>                       | 1 Reciprocating |
| <b>Airframe Total Time:</b>          | 2306 Hrs   | <b>Engine Manufacturer:</b>           | Lycoming        |
| <b>ELT:</b>                          | Installed, activated, did not aid in locating accident | <b>Engine Model/Series:</b>           | O-320           |
| <b>Registered Owner:</b>             | DAVID POPPE  | <b>Rated Power:</b>                   | 160 Lbs thrust  |
| <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>          | Scattered / 4000 ft AGL | <b>Visibility</b>                           | 35 miles |
| <b>Lowest Ceiling:</b>                  | Unknown                 | <b>Visibility (RVR):</b>                    |          |
| <b>Wind Speed/Gusts:</b>                | 5 knots / 10 knots      | <b>Turbulence Type Forecast/Actual:</b>     | /        |
| <b>Wind Direction:</b>                  | 150°                    | <b>Turbulence Severity Forecast/Actual:</b> | /        |
| <b>Altimeter Setting:</b>               |                         | <b>Temperature/Dew Point:</b>               | 18°C     |
| <b>Precipitation and Obscuration:</b>   | Light - Showers - Rain  |   |          |
| <b>Departure Point:</b>                 | CHALKYITSIK , AK (CIK ) | <b>Type of Flight Plan Filed:</b>           | None     |
| <b>Destination:</b>                     |                         | <b>Type of Clearance:</b>                   | None     |
| <b>Departure Time:</b>                  | 11:15 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> | 68.090812,-145.599746(est) |

## Administrative Information

|  |   |
|--|---|
| <b>Investigator In Charge (IIC):</b>     | Johnson, Clinton  |
| <b>Additional Participating Persons:</b> | CHRIS FARNELL (FAA); FAIRBANKS , AK   |
| <b>Original Publish Date:</b>            | July 28, 1999   |
| <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=43875">https://data.ntsb.gov/Docket?ProjectID=43875</a> |

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