



Aviation Investigation Final Report

Location:	SELAWIK, Alaska	Accident Number:	ANC98LA141
Date & Time:	September 6, 1998, 18:00 Local	Registration:	N28973
Aircraft:	Christen Industries A-1 HUSKY	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot stated to two FAA inspectors that he was attempting to land on a 600 feet long, off airport landing site, with a 25 knot crosswind and gusts to 35 knots. During the landing, the right main landing gear separated and the airplane nosed over. The pilot said he would not have attempted to land, but he did not have enough fuel to return to his destination airport. The pilot also revealed that he had been flying with a student pilot certificate since 1983, and 'just had not had time to complete his private license.' He had accumulated about 1,000 flight hours at the time of the accident.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's inadequate compensation for the crosswind conditions. Factors in this accident were a crosswind, the pilot's lack of certification, and his inadequate fuel consumption calculations.

Findings

Occurrence #1: MAIN GEAR COLLAPSED
Phase of Operation: LANDING - ROLL

Findings

1. (F) FUEL CONSUMPTION CALCULATIONS - INADEQUATE - PILOT IN COMMAND
2. (F) WEATHER CONDITION - CROSSWIND

3. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
4. (F) LACK OF CERTIFICATION - PILOT IN COMMAND
5. LANDING GEAR,MAIN GEAR - COLLAPSED

Occurrence #2: NOSE OVER
Phase of Operation: LANDING

Factual Information

On September 6, 1998, about 1800 Alaska daylight time, a Christen Industries A-1 Husky airplane, N28973, sustained substantial damage when it nosed over during landing on an off airport landing strip, 54 miles southeast of Selawik, Alaska, at position 66-20.6 North latitude, 157-50.8 West longitude. The solo student pilot was not injured. The airplane was registered to Roberts Holdings, Inc., of Melstone, Montana, and was operated by David Roberts of Fairbanks, Alaska. The flight was conducted under 14 CFR Part 91 as a personal flight. Visual meteorological conditions prevailed at the time of the accident, and no flight plan was filed.

The pilot told two FAA inspectors during an interview on September 9, that he was landing to the west on a 600 feet long, off airport strip with gusty right crosswinds of 25 knots to 35 knots. During the landing, the right main landing gear broke off and the airplane nosed over. He indicated that he would not have attempted to land in the gusty winds, but did not believe he had enough fuel to return to Galena.

The pilot had been flying with a student certificate issued in 1983, and had accrued about 1,000 hours of flight time, with about 400 hours in the accident airplane. He stated to the FAA inspectors that he "just had not had time to complete his private license."

Pilot Information

Certificate:	Student	Age:	58, Male
Airplane Rating(s):	None	Seat Occupied:	Front
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--w/ waivers/lim	Last FAA Medical Exam:	March 11, 1997
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	1000 hours (Total, all aircraft), 400 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Christen Industries	Registration:	N28973
Model/Series:	A-1 HUSKY A-1 HUSKY	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal; Utility	Serial Number:	1018
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	August 21, 1998 Annual	Certified Max Gross Wt.:	1800 lbs
Time Since Last Inspection:	25 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	520 Hrs	Engine Manufacturer:	Lycoming
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-360
Registered Owner:	ROBERTS HOLDINGS, INC.	Rated Power:	180 Horsepower
Operator:	DAVID ROBERTS	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:	Clear	Visibility	40 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	25 knots / 35 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	360°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	10°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	GALENA (GAL)	Type of Flight Plan Filed:	None
Destination:	PURCELL MTN.	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;Valley/terrain following

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:	66.589904,-160.020355(est)

Administrative Information

Investigator In Charge (IIC):	Thomas, Matthew
Additional Participating Persons:	THOMAS F LANE (FAA FSDO); FAIRBANKS , AK
Original Publish Date:	February 16, 2001
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=43913

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