



# Aviation Investigation Final Report

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|                                |                                      |                         |             |
|--------------------------------|--------------------------------------|-------------------------|-------------|
| <b>Location:</b>               | KENAI, Alaska                        | <b>Accident Number:</b> | ANC99LA046  |
| <b>Date &amp; Time:</b>        | April 13, 1999, 17:00 Local          | <b>Registration:</b>    | N221C       |
| <b>Aircraft:</b>               | Stinson 108-2                        | <b>Aircraft Damage:</b> | Substantial |
| <b>Defining Event:</b>         |                                      | <b>Injuries:</b>        | 1 Serious   |
| <b>Flight Conducted Under:</b> | Part 91: General aviation - Personal |                         |             |

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## Analysis

The private pilot departed from the Birchwood Airport, Birchwood, Alaska, about 0930, en route to Port Alsworth via the Lake Clark pass. He said that prior to departing for the return trip, he requested a weather report from two pilots who had just traveled through Lake Clark pass. Both pilots reported that the weather in the pass was good, and that the pass appeared to be open. As the pilot proceeded through the pass and approached the pass exit, he encountered light snow showers, and strong winds. He said that the wind, in excess of 45 knots, made control of the airplane difficult, and he elected to make a precautionary landing in a clearing. He said that as the airplane descended to about 600 feet above the landing area, with full left rudder and full left aileron applied, he was unable to turn the airplane to the left. He then applied right aileron while still applying full left rudder. The next thing the pilot recalls is regaining consciousness after the accident, while laying outside the airplane. The pilot stated: 'There was nothing wrong with the airplane, it was just pilot error.' The airplane collided with snow covered terrain and sustained substantial damage to the wings, and fuselage.

## 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 wind conditions. A factor associated with the accident was high winds.

## Findings

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Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER

Phase of Operation: CRUISE - NORMAL

Findings

1. (F) WEATHER CONDITION - HIGH WIND

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Occurrence #2: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: LANDING

Findings

2. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND

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Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: LANDING

Findings

3. TERRAIN CONDITION - SNOW COVERED

## Factual Information

On April 13, 1999, about 1700 Alaska daylight time, a ski equipped Stinson 108-2 airplane, N221C, sustained substantial damage during a precautionary landing at a remote landing site, about 35 miles west of Kenai, Alaska. The airplane was being operated as a visual flight rules (VFR) cross-country personal flight when the accident occurred. The solo private pilot sustained serious injuries. Visual meteorological conditions prevailed, and no flight plan was filed. The flight originated at the Port Alsworth airstrip, about 1600.

During an interview with the National Transportation Safety Board investigator-in-charge on April 19, the pilot reported that he had departed from the Birchwood Airport, Birchwood, Alaska, about 0930, en route to Port Alsworth via the Lake Clark pass. He said that prior to departing for the return trip, he requested a weather report from two pilots who had just traveled through Lake Clark pass. Both pilots reported that the weather in the pass was good, and that the pass appeared to be open. As the pilot proceeded through the pass and approached the pass exit, he encountered light snow showers, and strong winds. He said that the wind, in excess of 45 knots, made control of the airplane difficult, and he elected to make a precautionary landing in a clearing. He said that as the airplane descended to about 600 feet above the landing area, with full left rudder and full left aileron applied, he was unable to turn the airplane to the left. He then applied right aileron while still applying full left rudder. The next thing the pilot recalls is regaining consciousness after the accident, while laying outside the airplane. The pilot stated: "There was nothing wrong with the airplane, it was just pilot error."

The airplane collided with snow covered terrain and sustained substantial damage to the wings, and fuselage.

## Pilot Information

|                                  |   |  |             |
|----------------------------------|---|--|-------------|
| <b>Certificate:</b>              | Private   | <b>Age:</b>                              | 56, 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>            | May 1, 1997 |
| <b>Occupational Pilot:</b>       | UNK   | <b>Last Flight Review or Equivalent:</b> |             |
| <b>Flight Time:</b>              | 115 hours (Total, all aircraft), 115 hours (Total, this make and model), 115 hours (Pilot In Command, all aircraft), 31 hours (Last 90 days, all aircraft), 31 hours (Last 30 days, all aircraft) |  |             |

## Aircraft and Owner/Operator Information

|                                      |  |                                       |                 |
|--------------------------------------|--|---------------------------------------|-----------------|
| <b>Aircraft Make:</b>                | Stinson  | <b>Registration:</b>                  | N221C           |
| <b>Model/Series:</b>                 | 108-2 108-2                                      | <b>Aircraft Category:</b>             | Airplane        |
| <b>Year of Manufacture:</b>          |  | <b>Amateur Built:</b>                 |                 |
| <b>Airworthiness Certificate:</b>    | Normal   | <b>Serial Number:</b>                 | 108-3221        |
| <b>Landing Gear Type:</b>            | Tailwheel  | <b>Seats:</b>                         | 4               |
| <b>Date/Type of Last Inspection:</b> | March 27, 1999 Annual                            | <b>Certified Max Gross Wt.:</b>       | 2470 lbs        |
| <b>Time Since Last Inspection:</b>   | 7 Hrs  | <b>Engines:</b>                       | 1 Reciprocating |
| <b>Airframe Total Time:</b>          | 2343 Hrs   | <b>Engine Manufacturer:</b>           | Franklin        |
| <b>ELT:</b>                          | Installed, activated, aided in locating accident | <b>Engine Model/Series:</b>           | 6A4165B3-3191   |
| <b>Registered Owner:</b>             | RAYMOND C. SHARP                                 | <b>Rated Power:</b>                   | 165 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>          | Unknown               | <b>Visibility</b>                           | 2 miles |
| <b>Lowest Ceiling:</b>                  | Broken / 10000 ft AGL | <b>Visibility (RVR):</b>                    |         |
| <b>Wind Speed/Gusts:</b>                | 45 knots /            | <b>Turbulence Type Forecast/Actual:</b>     | /       |
| <b>Wind Direction:</b>                  | 360°                  | <b>Turbulence Severity Forecast/Actual:</b> | /       |
| <b>Altimeter Setting:</b>               |                       | <b>Temperature/Dew Point:</b>               | -11°C   |
| <b>Precipitation and Obscuration:</b>   | N/A - Blowing - Snow  |   |         |
| <b>Departure Point:</b>                 | PORT ALSWORTH , AK    | <b>Type of Flight Plan Filed:</b>           | None    |
| <b>Destination:</b>                     | BIRCHWOOD , AK (BCV ) | <b>Type of Clearance:</b>                   | None    |
| <b>Departure Time:</b>                  | 15:30 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>     | Precautionary landing |

## Wreckage and Impact Information

|                            |           |                             |                            |
|----------------------------|-----------|-----------------------------|----------------------------|
| <b>Crew Injuries:</b>      | 1 Serious | <b>Aircraft Damage:</b>     | Substantial                |
| <b>Passenger Injuries:</b> |           | <b>Aircraft Fire:</b>       | None                       |
| <b>Ground Injuries:</b>    | N/A       | <b>Aircraft Explosion:</b>  | None                       |
| <b>Total Injuries:</b>     | 1 Serious | <b>Latitude, Longitude:</b> | 60.659107,-150.900955(est) |

## Administrative Information

|  |   |
|--|---|
| <b>Investigator In Charge (IIC):</b>     | Johnson, Clinton  |
| <b>Additional Participating Persons:</b> | SPENCER K HILL (FAA); ANCHORAGE , AK  |
| <b>Original Publish Date:</b>            | April 20, 2000  |
| <b>Last Revision Date:</b>               |   |
| <b>Investigation Class:</b>              | <a href="#">Class</a>   |
| <b>Note:</b>                             |   |
| <b>Investigation Docket:</b>             | <a href="https://data.nts.gov/Docket?ProjectID=46154">https://data.nts.gov/Docket?ProjectID=46154</a> |

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](#).