



Aviation Investigation Final Report

Location:	KOTZEBUE, Alaska	Accident Number:	ANC86LA120
Date & Time:	August 4, 1986, 19:30 Local	Registration:	N50TA
Aircraft:	NAVION D-16	Aircraft Damage:	Substantial
Defining Event:		Injuries:	3 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE LEFT FUEL VALVE WAS IN THE OFF POSITION AT THE TIME OF THE TAKEOFF. THE PILOT ATTEMPTED TO LIFT-OFF BELOW THE RECOMMENDED VMC SPEED. THE PILOT LOST CONTROL OF THE AIRCRAFT CAUSING THE AIRCRAFT TO EXIT THE LEFT SIDE OF THE RUNWAY INTO A LAKE.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

Occurrence #1: LOSS OF ENGINE POWER(PARTIAL) - NONMECHANICAL
Phase of Operation: TAKEOFF

Findings

1. (C) FUEL SYSTEM - IMPROPER USE OF - PILOT IN COMMAND
2. (F) IMPROPER USE OF PROCEDURE - PILOT IN COMMAND
3. (C) FUEL TANK SELECTOR POSITION - IMPROPER USE OF - PILOT IN COMMAND
4. (C) PERFORMANCE DATA - NOT UNDERSTOOD - PILOT IN COMMAND
5. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
6. (C) LIFT-OFF - IMPROPER - PILOT IN COMMAND

Occurrence #2: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: TAKEOFF

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: TAKEOFF

Factual Information

Pilot Information

Certificate:	Commercial	Age:	47, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	Helicopter	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	March 31, 1986
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	7003 hours (Total, all aircraft), 50 hours (Total, this make and model), 6664 hours (Pilot In Command, all aircraft), 3 hours (Last 90 days, all aircraft), 3 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	NAVION	Registration:	N50TA
Model/Series:	D-16 D-16	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	TTN16
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	February 1, 1986 Annual	Certified Max Gross Wt.:	2950 lbs
Time Since Last Inspection:		Engines:	2 Reciprocating
Airframe Total Time:	2000 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-320
Registered Owner:	HAROLD L. LUCAS	Rated Power:	150 Horsepower
Operator:		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:	OTZ ,11 ft msl	Distance from Accident Site:	
Observation Time:	19:30 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 3000 ft AGL	Visibility	30 miles
Lowest Ceiling:	Broken / 10000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	9 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	140°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	14°C / 8°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:	NOATAK , AK (WTK)	Type of Clearance:	None
Departure Time:	19:28 Local	Type of Airspace:	Class G

Airport Information

Airport:	KOTZEBUE OTZ	Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	2 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 None	Latitude, Longitude:	67.239356,-161.189102(est)

Administrative Information

Investigator In Charge (IIC):	Michelangelo, James
Additional Participating Persons:	DONALD C NELSON; FAIRBANKS , AK
Original Publish Date:	
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=4709

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](#).