



Aviation Investigation Final Report

Location:	BELUGA MOUNTAIN, Alaska	Accident Number:	ANC89LA064
Date & Time:	March 28, 1989, 15:00 Local	Registration:	N4620M
Aircraft:	PIPER PA-11	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE STUDENT PILOT AND HIS PASSENGER HAD LANDED AT A REMOTE MOUNTAIN, OFF-AIRPORT LANDING SITE TO REPORTEDLY PHOTOGRAPH A BEAR. DURING THE ENSUING TAKE OFF ATTEMPT, THE SKI EQUIPPED PIPER PA-11 AIRPLANE STRUCK A SNOW BERM WITH ITS RIGHT MAIN LANDING GEAR SKI. THE RIGHT MAIN LANDING GEAR COLLAPSED, CAUSING SUBSTANTIAL DAMAGE TO THE AIRFRAME.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: PILOT'S SELECTION OF UNSUITABLE TERRAIN FOR AN OFF-AIRPORT LANDING AND TAKEOFF. THE UNEVEN TERRAIN (WITH A SNOW BERM) WAS A RELATED FACTOR.

Findings

Occurrence #1: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: TAKEOFF - ROLL/RUN

Findings

1. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
 2. (C) UNSUITABLE TERRAIN OR TAKEOFF/LANDING/TAXI AREA - SELECTED - PILOT IN COMMAND
 3. TERRAIN CONDITION - SNOW COVERED
 4. (F) TERRAIN CONDITION - ROUGH/UNEVEN
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Occurrence #2: MAIN GEAR COLLAPSED
Phase of Operation: TAKEOFF - ROLL/RUN

Findings

5. LANDING GEAR,MAIN GEAR - OVERLOAD

Factual Information

Pilot Information

Certificate:	Student	Age:	25, Male
Airplane Rating(s):	Single-engine land	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--no waivers/lim.	Last FAA Medical Exam:	March 9, 1989
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	100 hours (Total, all aircraft), 83 hours (Total, this make and model), 100 hours (Pilot In Command, all aircraft), 34 hours (Last 90 days, all aircraft), 22 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N4620M
Model/Series:	PA-11 PA-11	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	11-124
Landing Gear Type:	Tailwheel; Ski	Seats:	2
Date/Type of Last Inspection:	August 2, 1988 Annual	Certified Max Gross Wt.:	1220 lbs
Time Since Last Inspection:	100 Hrs	Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	C-85-12
Registered Owner:	LEE, CODY R.	Rated Power:	85 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:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	100 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	-4°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	CHUGIAK , AK (Z15)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	11:00 Local	Type of Airspace:	Class G

Airport Information

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

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC): La belle, James

Additional Participating Persons:

Original Publish Date: June 28, 1991

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=5180>

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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](#).