



Aviation Investigation Final Report

Location:	ALDER CREEK, Alaska	Accident Number:	ANC89LA101
Date & Time:	June 18, 1989, 17:00 Local	Registration:	N4912Z
Aircraft:	PIPER PA-22-108	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PLT RPRTD HE LOST CONTROL OF THE ACFT DURING TAKEOFF ON A SOFT/ROUGH STRIP COVERED WITH LOW BUSHES. SUBSEQUENTLY, THE ACFT WENT OFF THE RWY, RAN INTO ALDERS, & NOSED OVER. THE PLT BELIEVED THE ACDNT MAY HAVE BEEN AVOIDED, IF THE STRIP HAD BEEN MOWED SO THAT ITS ROUGH AREAS WOULD HAVE BEEN SEEN.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: SELECTION OF UNSUITABLE TERRAIN (UNIMPROVED STRIP) BY THE PILOT. SOFT/UNEVEN TERRAIN & LOW BUSHES ON THE STRIP, AS WELL AS ALDERS BESIDE THE STRIP, WERE CONTRIBUTING FACTORS.

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: TAKEOFF - ROLL/RUN

Findings

1. (C) UNSUITABLE TERRAIN OR TAKEOFF/LANDING/TAXI AREA - SELECTED - PILOT IN COMMAND
 2. (F) AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - HIGH VEGETATION
 3. (F) AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - SOFT
 4. (F) AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - ROUGH/UNEVEN
 5. GROUND LOOP/SWERVE - UNCONTROLLED
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Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: TAKEOFF

Findings

6. (F) TERRAIN CONDITION - HIGH VEGETATION

Occurrence #3: NOSE OVER
Phase of Operation: TAKEOFF

Factual Information

Pilot Information

Certificate:	Private	Age:	54, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
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:	June 28, 1989
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	2000 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N4912Z
Model/Series:	PA-22-108 PA-22-108	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	228998
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	August 6, 1988 Annual	Certified Max Gross Wt.:	1650 lbs
Time Since Last Inspection:	7 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2864 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-235
Registered Owner:	PHILIP A. LEFLER	Rated Power:	108 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	50 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:	17°C / 14°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	00:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	ALDER CREEK	Runway Surface Type:	Grass/turf
Airport Elevation:	2000 ft msl	Runway Surface Condition:	Rough
Runway Used:	6	IFR Approach:	None
Runway Length/Width:	950 ft / 150 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): Michelangelo, James

Additional Participating Persons:

Original Publish Date: April 24, 1990

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=5204>

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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](#).