



Aviation Investigation Final Report

Location:	CHITINA, Alaska	Accident Number:	ANC89LA128
Date & Time:	July 23, 1989, 15:45 Local	Registration:	N7400K
Aircraft:	PIPER PA-20	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

NEAR THE END OF THE LANDING ROLL DURING AN OFF-AIRPORT LANDING, THE AIRPLANE'S MAIN WHEELS WENT INTO A SHALLOW DEPRESSION THAT CROSSED THE LANDING AREA, CAUSING THE AIRPLANE TO NOSE OVER ONTO ITS BACK. THE PILOT STATED THAT HE SHOULD HAVE APPLIED BRAKES EARLIER DURING THE LANDING ROLL.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S SELECTION OF AN UNSUITABLE LANDING AREA AND DELAY IN SLOWING THE AIRPLANE AFTER LANDING. A FACTOR IN THE ACCIDENT WAS THE ROUGH/UNEVEN TERRAIN.

Findings

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

Findings

1. (F) TERRAIN CONDITION - ROUGH/UNEVEN
 2. (C) UNSUITABLE TERRAIN OR TAKEOFF/LANDING/TAXI AREA - SELECTED - PILOT IN COMMAND
 3. (C) TAXISPEED - EXCESSIVE - PILOT IN COMMAND
 4. (C) REMEDIAL ACTION - DELAYED - PILOT IN COMMAND
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Occurrence #2: NOSE OVER
Phase of Operation: LANDING - ROLL

Factual Information

Pilot Information

Certificate:	Commercial	Age:	29, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Unknown
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	April 26, 1989
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	487 hours (Total, all aircraft), 181 hours (Total, this make and model), 406 hours (Pilot In Command, all aircraft), 97 hours (Last 90 days, all aircraft), 59 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N7400K
Model/Series:	PA-20 PA-20	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	20-308
Landing Gear Type:	Tailwheel	Seats:	3
Date/Type of Last Inspection:	June 20, 1989 Annual	Certified Max Gross Wt.:	1950 lbs
Time Since Last Inspection:	28 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	3917 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, activated, aided in locating accident	Engine Model/Series:	O-320
Registered Owner:	S.H. STRAUSS/T.N. HAND	Rated Power:	150 Horsepower
Operator:	STRAUSS, SCOTT H.	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:	Scattered / 500 ft AGL	Visibility	20 miles
Lowest Ceiling:	Broken / 3000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	150°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	13°C / -18°C
Precipitation and Obscuration:	Light - None - Drizzle		
Departure Point:	GULKANA , AK (GKN)	Type of Flight Plan Filed:	VFR
Destination:		Type of Clearance:	None
Departure Time:	14:52 Local	Type of Airspace:	

Airport Information

Airport:	NONE	Runway Surface Type:	Dirt;Grass/turf
Airport Elevation:		Runway Surface Condition:	Dry
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Full stop

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:	61.449733,-143.150329(est)

Administrative Information

Investigator In Charge (IIC): Daw, Roy

Additional Participating Persons:

Original Publish Date: March 29, 1991

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.ntsb.gov/Docket?ProjectID=5230>

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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](#).